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No. 28

House of Representatives

The House met at 10 a.m.

The Chaplain, the Reverend Daniel P. Coughlin, offered the following prayer: Lord, You have compassion for the sinner as a parent has compassion for children. When we look over our lives or our work on behalf of Your people, we know we are held accountable. But You do not treat us only as sinners nor repay us according to our faults. Your love is more penetrating.

For now we are only Your creatures and will soon return to the dust from which we were made. In You is the fullness of life and redemption, so we praise You and thank You, Lord, for Your countless blessings.

Now we have the opportunity to express our gratitude for Your great mercy toward us, and show similar compassion for our brothers and sisters in most need of help and understanding.

By their decisions, in all of their efforts to govern, reveal Congress as fellow servants aware of the weakness in our nature who can trace in themselves and others common fault lines.

It is You who truly rule the conscience of the Nation, for You alone read human hearts now and forever.

Amen.

THE JOURNAL

The SPEAKER. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

Mr. McNULTY. Mr. Speaker, pursuant to clause 1, rule I, I demand a vote on agreeing to the Speaker's approval of the Journal.

The SPEAKER. The question is on the Speaker's approval of the Journal.

The question was taken; and the Speaker announced that the ayes appeared to have it.

Mr. McNULTY. Mr. Speaker, I object to the vote on the ground that a

quorum is not present and make the point of order that a quorum is not present.

The SPEAKER. Pursuant to clause 8, rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

PLEDGE OF ALLEGIANCE

The SPEAKER. Will the gentleman from Florida (Mr. FOLEY) come forward and lead the House in the Pledge of Allegiance.

Mr. FOLEY led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

THE JOURNAL

The SPEAKER. Pursuant to clause 8 of rule XX, the pending business is the question of the Speaker's approval of the Journal of the last day's proceedings.

The question is on the Speaker's approval of the Journal.

Pursuant to clause 1, rule I, the Journal stands approved.

Mr. McNULTY. Mr. Speaker, pursuant to clause 1, rule I, I demand a vote on agreeing to the Speaker's approval of the Journal.

The SPEAKER. The question is on the Speaker's approval of the Journal.

The question was taken; and the Speaker announced that the ayes appeared to have it.

Mr. McNULTY. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 365, nays 39, answered “present” 1, not voting 28, as follows:

[Roll No. 61]

YEAS—365

Abercrombie	Cardin	Flake
Ackerman	Carnahan	Foley
Aderholt	Carson	Forbes
Akin	Carter	Ford
Alexander	Case	Fortenberry
Allen	Castle	Fox
Andrews	Chabot	Frank (MA)
Baca	Chandler	Franks (AZ)
Baker	Chocola	Frelinghuysen
Barrett (SC)	Cleaver	Galleghy
Barrow	Clyburn	Garrett (NJ)
Bartlett (MD)	Coble	Gerlach
Barton (TX)	Conyers	Gilchrest
Bass	Costa	Gillmor
Bean	Cramer	Gingrey
Beauprez	Crenshaw	Gohmert
Becerra	Crowley	Gonzalez
Berkley	Cubin	Goode
Berman	Cuellar	Goodlatte
Berry	Culberson	Gordon
Biggart	Cunningham	Granger
Bilirakis	Davis (AL)	Graves
Bishop (GA)	Davis (CA)	Green (WI)
Bishop (NY)	Davis (FL)	Green, Al
Bishop (UT)	Davis (IL)	Green, Gene
Blackburn	Davis (KY)	Grijalva
Blumenauer	Davis, Jo Ann	Gutierrez
Blunt	Davis, Tom	Hall
Boehrlert	Deal (GA)	Harman
Boehner	DeFazio	Harris
Bonilla	DeGette	Hastings (WA)
Bonner	DeLauro	Hayes
Bono	Dent	Hayworth
Boozman	Diaz-Balart, L.	Hensarling
Boren	Diaz-Balart, M.	Herger
Boswell	Dicks	Herseth
Boucher	Dingell	Higgins
Boustany	Doggett	Hinche
Boyd	Doolittle	Hinojosa
Bradley (NH)	Doyle	Hobson
Brady (TX)	Drake	Hoekstra
Brown (OH)	Dreier	Holden
Brown (SC)	Duncan	Honda
Brown, Corrine	Edwards	Hooley
Brown-Waite,	Ehlers	Hostettler
Ginny	Emanuel	Hoyer
Burgess	Emerson	Hulshof
Burton (IN)	Engel	Hunter
Butterfield	Eshoo	Inglis (SC)
Buyer	Etheridge	Inslee
Calvert	Evans	Israel
Camp	Everett	Issa
Cannon	Farr	Istook
Cantor	Feeney	Jackson (IL)
Capito	Ferguson	Jackson-Lee
Capps	Fitzpatrick (PA)	(TX)

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.



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H1267

Jenkins
Jindal
Johnson (CT)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (NC)
Jones (OH)
Kanjorski
Kaptur
Keller
Kelly
Kennedy (RI)
Kildee
Kilpatrick (MI)
Kind
King (IA)
King (NY)
Kingston
Kirk
Kline
Knollenberg
Kolbe
Kuhl (NY)
LaHood
Langevin
Lantos
Larson (CT)
LaTourette
Leach
Lee
Levin
Lewis (CA)
Lewis (KY)
Linder
Lipinski
Lofgren, Zoe
Lowe
Lucas
Lungren, Daniel E.
Lynch
Mack
Maloney
Manzullo
Marchant
Markey
Matheson
McCarthy
McCaul (TX)
McCollum (MN)
McCotter
McCrery
McIntyre
McKeon
McKinney
McMorris
Meehan
Meek (FL)
Meeks (NY)
Melancon
Menendez
Mica
Michaud
Millender-
McDonald
Miller (FL)
Miller (MI)

Miller (NC)
Miller, Gary
Miller, George
Mollohan
Moore (KS)
Moore (WI)
Moran (KS)
Moran (VA)
Murphy
Murtha
Musgrave
Myrick
Nadler
Napolitano
Neal (MA)
Neugebauer
Ney
Nunes
Nussle
Obey
Ortiz
Osborne
Otter
Owens
Pallone
Pascarell
Pastor
Paul
Pearce
Pelosi
Pence
Peterson (PA)
Petri
Pickering
Pitts
Platts
Poe
Pombo
Pomeroy
Porter
Portman
Price (GA)
Price (NC)
Pryce (OH)
Putnam
Radanovich
Rahall
Rangel
Regula
Rehberg
Reichert
Renzi
Reyes
Reynolds
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Rothman
Roybal-Allard
Royce
Ruppersberger
Rush
Ryan (WI)
Ryun (KS)
Salazar

Sánchez, Linda T.
Sanchez, Loretta
Saxton
Schiff
Schwartz (PA)
Schwarz (MI)
Scott (VA)
Sensenbrenner
Serrano
Sessions
Shadegg
Shaw
Shays
Sherman
Sherwood
Shimkus
Shuster
Simmons
Simpson
Skelton
Slaughter
Smith (NJ)
Smith (TX)
Smith (WA)
Snyder
Sodrel
Solis
Souder
Spratt
Stark
Stearns
Sullivan
Sweeney
Tanner
Tauscher
Taylor (NC)
Terry
Thomas
Thornberry
Tiahrt
Tiberi
Towns
Turner
Upton
Van Hollen
Velázquez
Visclosky
Walden (OR)
Walsh
Wamp
Wasserman
Renzi
Watson
Watt
Waxman
Weiner
Weldon (FL)
Weldon (PA)
Westmoreland
Whitfield
Wilson (NM)
Wilson (SC)
Wolf
Woolsey
Wynn
Young (AK)
Young (FL)

□ 1028

So the Journal was approved.
The result of the vote was announced as above recorded.

Stated for:

Mr. COLE of Oklahoma. Mr. Speaker, on March 10, 2005, I was unavoidably detained due to a prior obligation.

I request that the CONGRESSIONAL RECORD reflect that had I been present and voting, I would have voted as follows: Roll No. 61: "Yea" (on approving the Journal agreed to by the yeas and nays).

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER laid before the House the following communication from the Clerk of the House of Representatives.

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, March 9, 2005.

Hon. J. DENNIS HASTERT,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: I have the honor to transmit herewith a facsimile copy of the Certificate of Election received from the Honorable Cathy Mitchell, Acting Secretary of State, State of California, indicating that, according to the semi-final official returns of the Special Election held March 8, 2005, the Honorable Doris Matsui was elected Representative in Congress for the Fifth Congressional District, State of California.

With best wishes, I am

Sincerely,

JEFF TRANDAH, *Clerk.*

Attachment.

CERTIFICATE OF ELECTION, STATE OF CALIFORNIA, OFFICE OF THE SEC- RETARY OF STATE,

March 9, 2005.

I, Cathy Mitchell, Acting Secretary of State of the State of California, hereby certify:

That according to the semi-final official canvass filed in my office, the person whose name is hereinafter set forth was duly elected at the March 8, 2005 Special Primary Election as a Member of the United States House of Representatives, representing the State of California for the remainder of a two-year term that began on the 3rd day of January, 2005;

That set opposite the name is the congressional district from which she was elected and the name of the county comprising or forming said district, with the name of any county entirely within or comprising the district shown in capital letters.

Member-elect: Doris Matsui.

District: Fifth.

County: Sacramento.

IN WITNESS WHEREOF I hereunto set my hand and affix the Great Seal of the State of California this 9th day of March, 2005.

CATHY MITCHELL,
Acting Secretary of State.

SWEARING IN OF THE HONORABLE DORIS O. MATSUI, OF CALI- FORNIA, AS A MEMBER OF THE HOUSE

The SPEAKER. Will the Representative-elect and the Members of the California delegation present themselves in the well.

Will the Representative-elect from California (Ms. MATSUI) come forward and raise her right hand.

Ms. MATSUI appeared at the bar of the House and took the oath of office, as follows:

Do you solemnly swear that you will support and defend the Constitution of the United States against all enemies, foreign and domestic; that you will bear true faith and allegiance to the same; that you take this obligation freely, without any mental reservation or purpose of evasion; and that you will well and faithfully discharge the duties of the office on which you are about to enter. So help you God.

The SPEAKER. Congratulations. You are now a Member of the 109th Congress.

INTRODUCTION OF REPRESENTA- TIVE DORIS O. MATSUI

(Mr. STARK asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. STARK. Mr. Speaker, as dean of the California congressional delegation, it is my distinct honor to introduce the newest Member of the House of Representatives, the Honorable DORIS MATSUI.

She was elected Tuesday, leading a field of 11 candidates with more than 69 percent of the vote, and I think that is just spectacular.

Just very quickly, DORIS was raised in the small Central Valley town of Dinuba, California. She has pursued a life of public service and civic leadership ever since. She was deputy assistant to President Bill Clinton. She has put service to her community and Nation foremost in her career and has a deep commitment to improving people's lives.

She worked to give voice to concerns of children, the elderly and equality for women and minorities. As a member of President Clinton's transition team and during her tenure at the White House, she played a key role in developing important policy initiatives. She increased the number of public school teachers, expanded health care for children and made college more affordable.

Appointed by President Clinton to chair the Nonprofit Liaison Group, she worked to coordinate the efforts of the Federal Government and nonprofit organizations. She serves as a trustee of the Woodrow Wilson Center which seeks to bring scholars and public policymakers together on major public and international issues.

She has been an advocate for professional international exchange programs between the United States and 140 nations.

□ 1030

In all DORIS' efforts, she had a strong partner in Bob, who would be proud to see her carry on the Matsui tradition of public service. We welcome the Matsui family, DORIS' son Brian; his wife, Amy; and granddaughter Anna.

Both sides of the aisle have their own dean. I think the other one may be

ANSWERED "PRESENT"—1

Tancred

NOT VOTING—28

Bachus
Baird
Cardoza
Clay
Cole (OK)
Conaway
Cox
Cummings
DeLahunt
DeLay
Fattah
Fossella
Hyde
Jefferson
McHenry
McHugh
Northup
Norwood
Oxley
Payne
Ramstad
Rogers (AL)
Sanders
Scott (GA)
Stupak
Thompson (MS)
Tierney
Wexler

somewhat older than I am, but he is still the dean; and it is my distinct pleasure to yield to the Honorable JERRY LEWIS, the dean of the Republican delegation from California.

Mr. LEWIS of California. Mr. Speaker, I very much appreciate my colleague from California yielding me a moment. DORIS knows that Bob and I were very, very dear friends. We came to the Congress together. At that time we talked a lot about our hometown, for the Matsui family knows that Arlene and I consider in many ways Sacramento to be really our second home. It was our privilege to spend a decade there working in the legislature on behalf of public affairs; and the reputation of the Matsui family went well ahead of their service here. Bob served as a member of the board of supervisors and was a fabulous local leader.

In turn, his tragic loss was a shock to all of us, but clearly the voice expressed by that vote by the people in that district that surrounds and includes Sacramento is a reflection of the fact that their people know and deeply believe that DORIS is the person to reflect the view and the future that Bob would have for the country.

DORIS, I want you to know that we do not just welcome you to the family today but it is very important for you and I to know that we will continue to work together on behalf of California and our second home; and, indeed, there are wonderful things as well as great things in the future that need to be done.

So welcome, God bless you, God-speed.

Mr. STARK. And now, Mr. Speaker, with a final note that the California Democratic delegation of 33 members is now 55 percent nonmale, I want to introduce our newest Member, the Honorable DORIS MATSUI.

MAIDEN SPEECH BY THE HONORABLE DORIS O. MATSUI

(Ms. MATSUI asked and was given permission to address the House for 1 minute.)

Ms. MATSUI. Speaker HASTERT, Leader PELOSI, Chairman LEWIS and Mr. STARK, thank you very much and all the distinguished Members and friends here for welcoming me here today.

As I look around this Chamber, I see so many of you who have been my friends throughout these years. And now today I have the honor of calling you my colleagues. The last time I was here in this Chamber was December 23. Obviously, the House was out of session then. But Bob was so excited because he was going to bring Anna on the floor to witness his swearing in for his 14th term. So that morning of the 23rd term. So that morning of the 23rd we decided to do a practice run, and we brought Anna here on the floor of this awe-inspiring Chamber to get her used

to it. After that, we went back to his office and we just happened to take a picture of Anna sitting on her grandfather's lap behind a desk with the Capitol behind. The next day, Bob fell ill and was hospitalized. And he tried so hard to get well, because he wanted to be here with his colleagues and with Anna.

As you all know, he loved this body. He loved coming to work here. And he loved all of you. But he did not win that battle. In the days since, I spent a lot of time talking with the people of Sacramento, and I have come to appreciate even more what Bob maintained all along, that his commitment to equality, his dedication to ensuring dignity to the elderly, his work to make Sacramento even a better place to live and work and to raise a family, and his driving desire to make America stronger for each successive generation, those things were not about him at all. They were about us. They were about our future.

And so I take this oath today with a heart both heavy and hopeful that we can all work together to build that better future. The challenges facing the people of Sacramento did not end with my husband's service. I know that Bob made all of you aware, in some cases painfully aware, how important the issue of flood control is to Sacramento. For many, many years, probably a couple of decades, my husband bent your ears on that. You will not be surprised to hear that that pain in your ear is not going to go away until we get it done.

This is truly the people's House, and that is why Bob loved it so. And I realize as I was talking and listening to the people of Sacramento how important it is to connect with the people. As I was talking with them in the grocery stores and the coffee shops, at the service stations, I heard from many people. Bob's high school teacher came up to me one day and said, DORIS, please, please make sure that Social Security is secure. I ran into a young mother at the grocery store who stopped me as I was picking up a can of peas and said, Mrs. MATSUI, I lost my husband a year ago, and I need those Social Security benefits for my son and myself.

When I was in a coffee shop, a young man rolled over to me and said, Mrs. MATSUI, I really need those disability benefits, because I don't want to have to depend on my parents. I talked to the hardware store owner and I listened really hard because he wants to provide health care benefits for his employees, but finds it to be very difficult.

Social Security, health care, the war in Iraq, these are all local issues. We happen to talk about them here, but they are all local issues. And on these issues and so many more, I look forward to working with all of you to find common ground and achieve common good.

I mentioned earlier the photo of Anna sitting on her grandfather's lap. One of our other family treasures is a photo of Brian here at age 6 witnessing his father's first swearing in. He sat right there. He is sitting there now. He is sitting there with his own daughter, Anna. Seeing him there and seeing Anna is a reminder that despite tragedy and heartbreak, life indeed does go on. And I know that somewhere Bob is looking down and smiling, knowing that Anna was here on the floor having watched her grandmother being sworn in.

Life does go on. And so it is with Bob's example and Anna's inspiration of future generations and with the hopes and dreams of the people of Sacramento, I take this honor and I have taken this oath to join you today as a colleague. And I truly, truly appreciate being here.

Thank you so very much.

PERMISSION FOR COMMITTEE ON APPROPRIATIONS TO HAVE UNTIL MIDNIGHT, FRIDAY, MARCH 11, 2005, TO FILE PRIVILEGED REPORT ON EMERGENCY SUPPLEMENTAL APPROPRIATIONS BILL, 2005

Mr. LEWIS of California. Mr. Speaker, I ask unanimous consent that the Committee on Appropriations have until midnight, March 11, 2005, to file a privileged report, making emergency supplemental appropriations for the fiscal year ending September 30, 2005, and for other purposes.

The SPEAKER pro tempore (Mr. CULBERSON). Is there objection to the request of the gentleman from California?

Mr. OBEY. Mr. Speaker, reserving the right to object, I would just ask the gentleman if he could explain what the schedule is for consideration of the bill both in the Rules Committee and on the floor, and I yield to the gentleman from California for that purpose.

Mr. LEWIS of California. Mr. Speaker, I thank my colleague for yielding. I would be happy to try to respond. At this moment it is my anticipation that we will be in the Rules Committee on Monday next in the evening, sometime in the late day, I suppose; and hopefully we will be on the floor on Tuesday. If not on Tuesday, Wednesday.

Mr. OBEY. I thank the gentleman.

Mr. Speaker, I withdraw my reservation of objection.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

The SPEAKER pro tempore. Under clause 1 of rule XXI, points of order are reserved.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will entertain up to 10 one-minute requests on each side.

CHILD MODELING WEB SITE BAN

(Mr. FOLEY asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. FOLEY. Mr. Speaker, I want to bring to your attention an underground industry preying on our children, and that is exploitive child modeling Web sites. These Web sites contain images of young girls as young as 4 years of age wearing only their underwear, tiny bathing suits or other suggestive clothing, posing in sexually provocative ways. In most cases, these Web sites are nothing more than child pornography hiding under the guise of child modeling. These Web sites do not sell products, they do not sell services, and they serve our young people on a platter for America's most depraved. These Web sites are nothing more than a fix for pedophiles.

Let us be clear. These are not Web sites used for the modeling industry. No child has been hired as a bona fide model. They are only used to exploit these children.

□ 1045

In fact, these web sites are nothing more than gateways to child and adult pornography.

I have recently introduced legislation that would ban these sites once and for all, the Child Modeling Exploitation Act. This bill will not harm legitimate modeling nor families from being able to post photos of their families on the Internet, but the legislation has been carefully crafted to prevent exploiters from being able to use our children as sexual objects for money.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 623

Mr. ROSS. Mr. Speaker, I ask unanimous consent to have my name removed as a cosponsor of H.R. 623.

The SPEAKER pro tempore (Mr. CULBERSON). Is there objection to the request of the gentleman from Arkansas?

There was no objection.

ENDING THE CYCLE OF VIOLENCE AGAINST WOMEN

(Ms. LINDA T. SÁNCHEZ of California asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. LINDA T. SÁNCHEZ of California. Mr. Speaker, this week marks Stop Violence Against Women Week. I rise to show my support for victims of domestic violence. I grew up in a large family. I am the sixth of seven children, and my family has always sup-

ported me. Nothing can replace the strength you draw from those that you love and trust. Tragically, it is even more devastating if family members or significant others violate this trust and become abusive.

Domestic violence is an enormous problem in this country, one that deserves immediate attention. According to the American College of Emergency Physicians, domestic violence is the largest cause of injury to women between the ages of 15 and 44 in the United States, more than car accidents, muggings and rapes combined.

Each year, between 2 million and 4 million women are battered, and 2,000 of those women will die from their injuries. Nearly one-third of American women will experience intimate partner violence in their lifetime.

We can no longer afford to ignore this issue. This year is especially important because 2005 marks the tenth anniversary of the Violence Against Women Act. Later this year, VAWA will come up for reauthorization. I urge my colleagues to do their part to support VAWA and support the efforts of women's advocates and to end the cycle of violence.

STRENGTHENING HEMOPHILIA RESEARCH

(Mr. PRICE of Georgia asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PRICE of Georgia. Mr. Speaker, as a physician and an orthopedic surgeon for over 20 years, I have seen hemophilia countless times. What is hemophilia? It is a hereditary disease which makes it so blood does not clot. Small wounds and punctures are usually not a problem, but larger wounds or uncontrolled internal bleeding can result in pain, swelling, permanent damage or even death.

The CDC has a program, Prevention's Hereditary Blood Disorders. And it serves as the frontline for treatment for bleeding and clotting disorders with a national network of over 140 hemophilia treatment centers.

Study after study has shown that these centers work extremely well. Mortality and morbidity rates have declined by 40 percent.

Mr. Speaker, these hemophilia treatment centers are vital for patients and for the medical community. They have a strong record of success that has a foundation of over 30 years of experience, and it continues to grow every day. We need to do everything we can to make certain that Americans continue to receive this access to quality care.

MAKING RESPONSIBLE DECISIONS REGARDING SOCIAL SECURITY

(Mr. CHANDLER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CHANDLER. Mr. Speaker, as many of you may know, the President is in my home State of Kentucky today talking about the need to reform Social Security. He is trying to convince Americans that the program is in crisis and that privatization is the only way to make sure Social Security remains strong.

What the President is not telling the public is that privatization may cause families all across America to lose their retirement savings on the stock market.

When I think of Social Security, I think of Samuel Insko from Lancaster, Kentucky, who voted for the President but now believes that the President has turned his back on America. He worked all his life in Kentucky until one day he was injured and could no longer work.

Social Security saved him. He says he would be homeless and broke without Social Security. Privatization would harm Samuel Insko as well as all of our children and grandchildren, who would be saddled with trillions of dollars in debt.

The President is trying to mortgage away our future by proposing a plan that would add \$4.8 trillion to our national debt over the next 20 years. If we want America to remain prosperous, we need to make responsible decisions that do not tie the hands of future generations.

SAVE TERRI SCHIAVO

(Mr. PITTS asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PITTS. Mr. Speaker, we live in an age where some take life for granted. Today, some would stand by and let Terri Schiavo starve to death. They do not believe her life is worth saving. But listen to a quote from her attorney who visited with her.

"When her mother was close to her, Terri's whole face lit up. She smiled. She looked directly at her mother and made all sorts of happy sounds. When her mother talked to her, Terri was quiet and obviously listening. When she stopped, Terri started vocalizing. The vocalizations seemed to be a pattern, not merely random or reflexive at all. There is definitely a pattern of Terri having a conversation with her mother as best she can manage."

Terri Schiavo is alive. She responds to people. She breathes on her own. Her heart beats on its own. All she needs is a feeding tube.

If we allow a judge to order her to die, what are we saying about life? Those with disabilities, even severe disabilities, have a right to life, just like everyone else in this Chamber.

We need to save Terri Schiavo and pass legislation immediately to save her life.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 21

Mr. BACA. Mr. Speaker, I ask unanimous consent to have my name removed as a cosponsor of H.R. 21.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

U.S. SHOULD NOT SUPPORT HEZBOLLAH ROLE IN LEBANON

(Mr. ENGEL asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. ENGEL. Mr. Speaker, today, on the front page of the New York Times, there is a story that says "U.S. Called Ready to See Hezbollah in Lebanon Role. A Sharp Policy Reversal."

The article states, "After years of campaigning against Hezbollah, the radical Shiite Muslim party in Lebanon, as a terrorist pariah, the Bush administration is grudgingly going along with efforts by France and the UN to steer the party into the Lebanese political mainstream, administration officials say."

Administration officials say, what a mistake. What a mistake to deal with terrorists. President Bush has repeatedly said that we should not deal with terrorists. There are no good terrorists. There are no good terrorists. All terrorists are bad. Hezbollah has American blood on its hands. It killed more than 200 U.S. Marines in Beirut in 1983 and is responsible for hundreds and hundreds of killings of Israeli citizens.

Resolution 1559 of the UN Security Council which passed a few months ago, sponsored by the U.S. and France, says that Syria should get out of Lebanon, that all militias, including Hezbollah, should be disarmed.

Why are we changing policy now? We should not deal with terrorists. We should not compromise with terrorists. Hezbollah is a terrorist organization. We are moving in this body to pass a resolution calling on the Europeans to label Hezbollah as a terrorist organization, to dry up their funds.

Terrorists should not be dealt with. The administration is making a mistake.

SPREAD OF DEMOCRACY

(Mr. DAVIS of Kentucky asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. DAVIS of Kentucky. Mr. Speaker, I truly believe that the hunger for freedom is a deep yearning in the hearts of all people. Freedom from oppressive regimes, freedom from living in fear, and freedom from an invasive hatred that turns neighbor against neighbor.

We watched 8 million Iraqis risk their lives to vote for their own government, and we witnessed Palestin-

ians choose a course of diplomacy with Israel rather than continuing a course of terror. In Lebanon, we are seeing the seeds of liberty being sown as people take to the streets seeking the power to control their own lives.

Democracies are not born overnight. For our own security and future, we must be resolved in our support for people who want a governing structure rooted in personal liberty and that compliments their own country's culture. I take heart in believing that we are pursuing the right course of action as I remember the brave faces of Iraqis smiling behind a purple finger raised in defiance of terror, oppression and hatred.

PAYING TOO MUCH INTEREST ON FEDERAL SPENDING

(Mr. COOPER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. COOPER. Mr. Speaker, it is official. Last night, the House Budget Committee passed a budget which will, in a few short years, require us to spend more money on interest payments to bond holders than we spend on domestic government in the United States of America.

Let me be precise. We will be spending more on budget interest to bond holders, many of whom are foreign, than we spend on domestic nondefense discretionary spending in this country. This will happen by the year 2009.

What a tragedy. We are spending more money on bond holders than we are on our own citizens. It took 204 years to have this happen. The other party will not even allow a recorded vote on this issue so that we can see how people stand on that issue.

I urge all of my colleagues to support the Blue Dog reform package. It is tough against the deficit. To some of our Republican friends, if you want to reduce these deficits, get on that bill.

WORKFORCE ESSENTIALS

(Mrs. BLACKBURN asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. BLACKBURN. Mr. Speaker, today, I rise to recognize and congratulate Workforce Essentials in Clarksville, Tennessee, for its innovation and its attentiveness to the needs of the area it serves.

In Clarksville, we have a great program that is in place. It is an initiative called an Army of One Plus One. The program is attuned to the needs of the areas veterans, military spouses and retirees. Their good work was recognized last Friday night by the National Association of Work Force Partnerships as this year's recipient of the Theodore E. Small award, which recognizes the successful implementation of the program, which is a partnership with the 101st Airborne at Ft. Campbell

and alongside the Tennessee Department of Labor, the U.S. Department of Labor, and the U.S. Department of Defense by identifying the military as a primary sector of the workforce. The spouses of soldiers, the veterans and the entire community have benefitted from this partnership.

The CEO of Workforce Essentials, Ross Jackson and his great team plus the outstanding team at Ft. Campbell, led by General Turner and Colonel Ruggley, are to be commended for providing their great work.

DOMESTIC VIOLENCE

(Mrs. CAPPS asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. CAPPS. Mr. Speaker, I rise today to recognize Lifetime's Stop the Violence Week and highlight the epidemic of domestic violence in our Nation; 85 percent of the victims are women. But only half of them report an injury. And of these, only a few percent even seek out medical assistance.

Domestic violence is a serious health concern but for too long has been treated solely as a criminal issue. So I will soon reintroduce the Domestic Violence Screening Treatment and Prevention Act. This bill would train health professionals to assess victims for signs of abuse and prepare them for intervention if needed.

Routine screening by a physician or a nurse could unlock options for thousands of women. Mr. Speaker, Congress must ensure domestic violence screening is common medical practice, in every doctor's office in every State.

Routine screening will enable early detection of domestic violence before it becomes life threatening. So I urge my colleagues not to ignore this nationwide epidemic. And let us work hard to institute a public health protocol for addressing this major epidemic in our society today.

SOCIAL SECURITY AND THE REPUBLICAN BUDGET

(Ms. WATSON asked and was given permission to address the House for 1 minute.)

Ms. WATSON. Mr. Speaker, on every issue our Nation faces it is our responsibility to ensure that the policies we pursue are consistent with the values that we cherish. The Bush Administration's 2006 budget fails in every respect. It is fiscally reckless, adding trillions of dollars to the deficit over the next 10 years.

It is morally irresponsible in funding for key homeland security, veterans benefits, health care and educational programs. And despite the fact that the President has called privatizing Social Security his top domestic priority this year, his budget includes no details on this plan.

Mr. Speaker, this money that it is going to take to institute his plan

could be money going to education, going to health care, going to address the infrastructure of our Nation.

So the President's plan clearly needs help. And his failure to provide a clear and honest accounting of the difficult tradeoffs between increases in debt, benefits cuts and tax increases shows a failure in leadership.

□ 1100

DENOUNCING VIOLENCE AGAINST WOMEN AND SUPPORTING VITAL SOCIAL SECURITY BENEFITS FOR WOMEN

(Ms. JACKSON-LEE of Texas asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. JACKSON-LEE of Texas. Mr. Speaker, I rose earlier this week to again join with my colleagues to announce our mutual stand against violence against women. Sexual assault, violence against women takes away their dignity and their human dignity; and all of us demand that kind of respect.

So as I stand here today, I ask America as well to recognize the negative impact that the present posture on Social Security will have on America's women. Because many of them are head of household, many of them demand and depend upon the requirement or the retirement benefits that come through the Social Security program. Social Security privatization, as planned now, will cost more than \$4 trillion in the first 20 years, according to independent experts. There is no mention of such cost in the pending budget.

The Republican plan undermines retirement security for all Americans by cutting guaranteed benefits by more than 40 percent. In fact, the average retiree would lose \$152,000 in benefits under the privatization plan. Women benefit from the survivors benefit, but many times they have lost their spouse.

Let us not take away the human dignity from American women. Let us stand against violence and stand for the sovereignty of Social Security.

CORPORATE TAX CUTS AND LAYOFFS

(Mr. EMANUEL asked and was given permission to address the House for 1 minute.)

Mr. EMANUEL. Mr. Speaker, we are now running structural deficits on average of a little over \$400 billion a year. In 4 short years, we have added \$2 trillion to the Nation's debt and have a continuing plan to do that.

How did we get here? Partly as a result of last year's corporate tax cut bill which spent \$150 billion on an \$8 billion problem. Today's Wall Street Journal reports how this legislation has led to greater job loss. That is an interesting economic strategy, given it intended to create jobs.

For instance, Colgate-Palmolive said that while the corporate tax bill will allow it to repatriate half a billion dollars in profits, the company will actually shut down a third of its factories and lay off 4,400 employees.

Sun Microsystems, \$1 billion in new profits during the so-called corporate tax "holiday," will be repatriated, but plans to lay off 3,600 employees.

DuPont Photomasks is repatriating \$24 million, but laying off 100 employees, while expanding its Singapore factory at the same time.

While the corporate suites enjoy the fruits of this tax cut, Americans are left with less jobs and more of a burden for the Nation's debt: \$30,000 for every man, woman, and child.

Mr. Speaker, thanks to the corporate tax cut bill, we can expect that share of the debt to keep growing for Americans.

PRESIDENT'S SOCIAL SECURITY PRIVATIZATION PLAN UNDERMINES RETIREES' NEST EGGS

(Mr. GEORGE MILLER of California asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GEORGE MILLER of California. Mr. Speaker, today we are reminded in the press that it is 5 years since the bubble burst on the NASDAQ stock market. It has been 5 years; and those people who invested in that market, in those index funds, have recovered 60 percent, or is still 60 percent below where it was in 2000.

For those people who thought they are going to retire on their 401(k)s who were invested in the market at that point, we have all heard the stories when we return to our districts that their spouses are going to continue to work, that they are going to postpone for a year; they are not going to be able to retire like they thought they were.

This does not mean we should not invest in the market; it simply means we should not take \$15 trillion out of Social Security and undermine the guarantee that it provides to those workers, those very same workers, in many instances, who, in their corporate 401(k)s have lost almost 40 percent, if they stayed there today, of their retirement nest egg. That nest egg ought to be preserved, and the President should not be allowed to undermine that nest egg by taking \$15 trillion out of Social Security.

KEEPING SOCIAL SECURITY SECURE FOR THE FUTURE

(Mr. PALLONE asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. PALLONE. Mr. Speaker, President Bush and congressional Republicans have yet to offer a plan that makes Social Security solvent beyond the year 2052. As far as I am concerned,

until the Bush administration takes its privatization plan off the table, we cannot work together to address Social Security solvency.

Even one of our Republican colleagues, Senator LINDSEY GRAHAM, has admitted that privatization is not a plan that will fix Social Security. On Tuesday he said, "We now have this huge fight over a sideshow. It has always been a sideshow, but we sold it as the main event." That is a Republican Senator calling the President's plan a sideshow.

Mr. Speaker, it is a sideshow because it does nothing to strengthen Social Security. Democrats are willing to work with Republicans to extend solvency beyond 2052, but we cannot do that until Republicans are serious about extending solvency and rejecting privatization.

Democrats want to keep Social Security secure for the future. When that is the Republican goal, we can finally begin to work together in a bipartisan fashion.

TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mrs. CAPITO. Mr. Speaker, by direction of the Committee on Rules, I call up House Resolution 144 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

H. RES. 144

Resolved, That at any time after the adoption of this resolution the Speaker may, pursuant to clause 2(b) of rule XVIII, declare the House resolved into the Committee of the Whole House on the state of the Union for further consideration of the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. No further general debate (except for the final period contemplated in House Resolution 140) shall be in order. No further amendment to the bill, as amended, shall be in order except those printed in the report of the Committee on Rules accompanying this resolution. Each such amendment may be offered only in the order printed in the report, may be offered only by a Member designated in the report, shall be considered as read, shall be debatable for the time specified in the report equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question in the House or in the Committee of the Whole. All points of order against such amendments are waived. At the conclusion of the final period of debate, the Committee shall rise and report the bill, as amended, to the House with such further amendments as may have been adopted. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommend with or without instructions.

The SPEAKER pro tempore (Mr. BASS). The gentlewoman from West Virginia (Mrs. CAPITO) is recognized for 1 hour.

Mrs. CAPITO. Mr. Speaker, for the purpose of debate only, I yield the customary 30 minutes to the gentlewoman from New York (Ms. SLAUGHTER), pending which I yield myself such time as I

may consume. During consideration of this resolution, all time yielded is for the purpose of debate only.

Mr. Speaker, on Wednesday, the Committee on Rules met and granted a structured rule for further consideration of H.R. 3, the Transportation Equity Act: A Legacy For Users, more commonly referred to as TEA-LU. This rule provides for no further general debate, except for the final period of 10 minutes contemplated in the House Resolution 140. Finally, the rule makes in order the 12 amendments printed in the Committee on Rules report and provides for one motion to recommit, with or without instructions. Mr. Speaker, the rule we have before us is a fair rule, and I believe all Members should be able to support it.

Mr. Speaker, since October 1, 2003, Federal surface transportation programs have been forced to operate on a basis of a short-term extension. We are approaching the end of the most recent extension, which will expire on May 31, 2005. Our Nation's highways desperately need the assurance and stability of a 5-year reauthorization provided by H.R. 3.

As a former member of the House Committee on Transportation and Infrastructure, I can appreciate the incredible bipartisan effort that has gone into writing this legislation. I would like to applaud the efforts of the gentleman from Alaska (Chairman YOUNG) and the gentleman from Minnesota (Ranking Member OBERSTAR) for bringing this legislation to the floor in an expedient and bipartisan manner.

I look forward to the passage of this bill and hope that our colleagues in the other body will take swift action.

The highway bill is a vitally important investment in our Nation's surface transportation system and fosters job growth across the country. In fact, it is estimated that for every \$1 trillion in highway funding, 47,500 jobs are created. The highway bill provides \$284 billion in funding for vital programs that will impact citizens across the States, improving safety and accessibility.

In my district, the highway bill represents the strongest step forward ever to replace U.S. Route 35, a 2-lane death trap through West Virginia's Mason and Putnam counties. U.S. Route 35 is dominated by tractor trailers and tanker trucks traveling south from Ohio and north from Interstate 64 in Charleston. Far too often, the high volume of traffic swallows up local commuters, resulting in tragic motorist fatalities.

With the passage of the highway bill, construction of a new 4-lane appropriate to meet the demand will be built, diverting traffic around dozens of residential neighborhoods. Mr. Speaker, this is just one example from my home district, and there are countless others from across the country.

Mr. Speaker, I am a strong supporter of this legislation, which provides for countless improvements in the Na-

tion's surface transportation system. The numerous projects and programs authorized by this bill will improve our highway systems and the ability of our constituents to travel from State to State. To that end, I urge my colleagues to support the rule and the underlying bill.

Mr. Speaker, I reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I want to thank the gentlewoman from West Virginia (Mrs. CAPITO) for yielding me this time, and I yield myself such time as I may consume.

(Mr. MCGOVERN asked and was given permission to revise and extend his remarks.)

Mr. MCGOVERN. Mr. Speaker, I am supporting this rule, despite the fact that it does restrict the amendment process; and while an open rule is generally preferable, this rule does allow the House to consider and vote on some important amendments, especially the Pascrell-Menendez-LoBiondo anti-corruption amendment.

The first rule provided for general debate on H.R. 3 and made in order nine Republican amendments, and one that was bipartisan. This rule makes in order 10 Republican amendments, including a manager's amendment by the gentleman from Alaska (Chairman YOUNG) that was drafted in consultation with the Committee on Transportation and Infrastructure Democrats and is supported by the gentleman from Minnesota (Ranking Member OBERSTAR).

I want to again applaud the Committee on Transportation and Infrastructure for working together in a truly bipartisan fashion in drafting our Nation's massive highway and transit authorization legislation.

Mr. Speaker, H.R. 3 is an all-too-rare example of bipartisanship in this body. Negotiations were undertaken, compromises were made on both sides, and the diverse transportation needs of all regions of the Nation were carefully considered. The final product truly represented the priorities of all sides involved, regardless of political affiliation. The American people have been well-served by the process, and that is what they deserve.

The rule also makes in order two of the five Democratic amendments that were submitted to the Committee on Rules. The first one is by the gentleman from California (Mr. HONDA) and would allow basic grant funds to be used for DWI courts seeking to change the behavior of alcohol or drug-dependent offenders arrested while driving or while impaired.

I am particularly pleased that the second Democratic amendment, the anti-graft and anti-corruption amendment by the gentlemen from New Jersey (Mr. PASCRELL), (Mr. MENENDEZ) and (Mr. LOBIONDO), is included in this rule. Their vital amendment will allow States to enact anti-corruption laws, curbing the practice of pay-to-play contracting, without losing their Fed-

eral aid highway dollars. These laws are critical to help stop the threat of real and apparent corruption resulting from large political contributions from contractors to influence the awarding of public contracts.

As ludicrous as it seems, the Federal Highway Administration last year ruled that a State of New Jersey executive order limiting the size of political contributions from government contractors to State candidates violated Federal competitive bidding requirements. Had New Jersey not suspended this portion of the executive order, that State would have lost its Federal highway funding. So unless this amendment is adopted, States will not be able to stop contractors from contributing to the campaigns of those who may ultimately award these contracts.

I cannot imagine why anyone in this House would want such seemingly unethical activity to continue. Ethics and integrity are among the most cherished of American values. We, the representatives of the people, have a responsibility to lead by example. I fully support the Pascrell-Menendez-LoBiondo amendment and challenge my colleagues, Republican and Democrat alike, to join with me in taking a stand for ethics. Highway contractors in America should not have to bribe their way to win Federal contracts. We have the power and the responsibility to end this today. Vote for this amendment.

Once again, Mr. Speaker, I want to make it clear that I support H.R. 3 to reauthorize our Nation's transportation programs. The Committee on Transportation and Infrastructure has put together a fair, bipartisan bill that will improve our Nation's highways and transit systems.

Mr. Speaker, I reserve the balance of my time.

Mrs. CAPITO. Mr. Speaker, it is my honor to yield such time as he may consume to the gentleman from California (Mr. LEWIS), the distinguished chairman of the Committee on Appropriations.

Mr. LEWIS of California. Mr. Speaker, I very much appreciate the gentlewoman being so generous with the time available. It is a great privilege to work with the Committee on Rules on this very important issue that we have been trying to finalize here in the House for a couple of years.

□ 1115

I rise in very strong support of H.R. 39, Transportation Equity Act: A Legacy For Users, known as TEA-LU. I want to commend the gentleman from Alaska (Mr. YOUNG) and his ranking member, the gentleman from Minnesota (Mr. OBERSTAR) for the effort they put into this package. It is a bill that reflects much of the balance of the needs of the Members of the House.

As the gentleman from Alaska (Mr. YOUNG) will recall, I have spent a lot of time working with Members of this

committee from the first day I walked into the Congress. Years ago, my first committee assignment was to the Committee on Public Works, which is the heart of this work itself. The chairman believes that a key to a successful 6-year transportation bill involves the revenue of the bill itself.

Indeed, I understand that the chairman has worked rather intently to find mechanisms whereby we can be assured that enough money is available to meet the many demands across the country, including such things as indexing the gas tax, a proposal that I myself was involved in many years ago in the State legislature.

It is a fact that the demands for transportation systems that work are a primary national concern. The major lacking regarding that is money availability. So I am very much appreciative of the chairman's difficulties. I appreciate the gentleman from Alaska's (Mr. YOUNG) efforts to meet the enormous demands from the Members across the country. My colleague from West Virginia (Mrs. CAPITO) mentioned an item, a highway transportation item, that is very critical to her constituency, the people of West Virginia. That can be replicated across the country. Almost every district faces these challenges.

I do, as I speak to the challenge, express also some concern about the guarantee within this bill that essentially would suggest where we fall short of money under current circumstances, additional funding will come by way, or likely come by way, of the general funds.

As all of the Members know, we are working intently this year to move our appropriations bills ahead of schedule and indeed under budget. As we go about that, there are a lot of pressures on our dollar availability as relates to the general fund.

So I really rise to express concern about things like the following: The funding floors mandated in TEA-LU would require discretionary appropriations of about \$1.7 billion from the general fund for 2006. Because those funds remain short, obviously, such a conflict will create difficulty in moving forward with the regular appropriations process.

In addition to the mass transit difficulty that is obvious to anybody who will but look, the highway category of TEA-LU guarantees \$37.4 billion in highway budget resources. This is \$1.6 billion over the President's request of \$35.9 billion. As you can see, we have great difficulty moving our way through this process and making sense out of the budget, too. It is my intention to work very closely with the chairman and the ranking member to make sure that these challenges are handled in a way that meets all of our needs.

In turn, I look forward to working with members of the committee and the House to try to be responsive to challenges they face relative to transportation as well.

Mr. MCGOVERN. Mr. Speaker, I yield 5 minutes to the gentleman from New Jersey (Mr. PALLONE).

Mr. PALLONE. Mr. Speaker, I rise in support of the rule and want to thank my colleagues on the Committee on Rules for placing in order the Pascrell/Menendez/LoBiondo amendment which would protect New Jersey's ability to combat the influence money plays in the contracting process and also to reaffirm States' rights. As far as I am concerned, this is also a States' rights issue and the ability of States to pass legislation that would deal with the corruption issues.

I think you should know, Mr. Speaker, that the buzz word in our State these days in New Jersey is "pay to play." Pay to play simply means awarding lucrative government contracts to those who have given large political contributions. Unfortunately, it has become almost a way of life that people get contracts by giving large campaign contributions to politicians.

I do not have to tell anyone here why that becomes a problem. It does not basically allow the best contract to go forward, the most efficient, the lowest bid, the one that is in the best interest of the public.

It also wastes tax dollars. There have been numerous reports in the media in New Jersey about how tax dollars are wasted essentially when pay to play is in effect because it means that money that could have been perhaps used better for other educational or other government functions is, in effect, wasted in the pay to play process.

So what has happened in New Jersey is that New Jersey has been seeking a way to essentially eliminate pay to play.

Shortly before his resignation, our former governor Jim McGreevy, issued an executive order banning pay to play and his successor Governor Dick Cody has worked with the legislature to make the ban a permanent law. Again, this would be a vital step towards cleaning up the influence money plays in the contracting process in New Jersey. The problem though is that the rigid contracting rules of the Federal Government are putting a serious crimp on our State's attempts to foster good government.

The Federal Highway Administration requires that all contracts go to the lowest bidder, and they have said that the New Jersey pay to play ban would violate that rule. I know that the gentleman from Massachusetts (Mr. MCGOVERN) on the Committee on Rules explained that that is patently absurd. There is no reason why the Federal Government should block a State's ability to combat political influence, in this case, potentially withholding \$1 billion in transportation funding that is critical to our Nation's most densely populated State.

I have always had an opinion from a State's rights point of view that, if a State wants to go further, in this case, our State trying to go further to elimi-

nate corruption and the potential for political influence, there is no reason why the Federal Government should stand in the way of that. That does not make any sense.

I should also tell my colleagues that, before you think that the New Jersey delegation is just doing this as a parochial issue on the highway bill, you should look to your own State. The Highway Administration's rules could potentially block similar efforts pending in Connecticut and could effect existing anti-corruption laws in Kentucky, South Carolina, Ohio and West Virginia. This is not a New Jersey specific problem. This is something that the Highway Administration could potentially block in a number of other States.

So I think, for all these reasons, this amendment makes sense. Again, I want to thank the Committee on Rules for putting the amendment in order. I want to thank particularly my colleagues, the gentleman from New Jersey (Mr. PASCRELL), the gentleman from New Jersey (Mr. MENENDEZ) and the gentleman from New Jersey (Mr. LOBIONDO) for sponsoring this amendment. But I should say, every one of the Members of the New Jersey delegation on a bipartisan basis does support this and is joining us in our effort to preserve States' rights and stand up for good government.

Mrs. CAPITO. Mr. Speaker, I reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I yield 8 minutes to the gentleman from New Jersey (Mr. MENENDEZ), the Chair of our Democratic Caucus.

(Mr. MENENDEZ asked and was given permission to revise and extend his remarks.)

Mr. MENENDEZ. Mr. Speaker, I thank the gentleman for yielding me time.

Mr. Speaker, I rise today in support of the rule and the transportation bill that our distinguished committee leadership worked for so long and so hard to bring to the Floor this week. I commend them on a tremendous job in crafting a bill that works within such title fiscal constraints, yet still manages to focus on so many of our transportation priorities. I want to particularly thank the Committee on Rules for making the Pascrell/Menendez/LoBiondo pay to play reform amendment in order.

I appreciate the hard work of the distinguished ranking member, the gentlewoman from New York (Ms. SLAUGHTER), who has been a strong supporter of our amendment. I want to thank the gentleman from Massachusetts (Mr. MCGOVERN) for his strong comments in support of the amendment as well.

Like many here, I had hoped that there would be a lot more money in this bill. As a member of the Committee on Transportation and Infrastructure, I know how important transportation investment is for the good of the Nation as a whole. As the representative of the 13th District of New

Jersey, which is densely packed with almost every transportation mode imaginable, I know firsthand how important this investment is for the well-being of the people in our community because transportation is more than about getting from one place to another.

The money we spend in this bill will create jobs, stimulate new businesses, revitalize neighborhoods, reduce congestion, clean our air and make us more secure. That is why I am disappointed that we have been forced to adhere to an unnecessary low level of funding the administration has forced upon us.

Those of us in the New Jersey-New York metropolitan area learned on September 11 how important it is to have a multiplicity of transportation modes. When the bridges and tunnels out of Manhattan were closed, it was ferries that allowed people to evacuate the city to New Jersey. When the airports were closed, it was rail service that allowed people to travel across the country. September 11 showed us that the national security value of making a strong investment in multiple modes of transportation is necessary.

Those of us from New Jersey know particularly well how desperately we need the money in this bill. We are the most densely populated State in the Nation with very old highways that are desperately in need of repair; 71 percent of our major roads are in either poor or mediocre condition. Over 36 percent of our highway bridges are either structurally deficient or functionally obsolete, far above the national average. And despite being the fifth smallest State, we are the 11th most traveled on our highways.

These miles take a toll on our environment. Every county in the State has unhealthy levels of ozone, and over half of the counties have dangerous levels of airborne soot. By providing enhanced funding for public transportation and other pollution control measures, this bill will help to clean our air.

One of the other problems we have in New Jersey is with pay to play. That is a process by which contributions, often very large contributions, are offered to politicians and State officials with the hope of being able to gain a government contract. It is in my mind a very corrupting practice and severely undermines the trust and credibility of the government.

What my colleagues and I from New Jersey are trying to do is change the nature of that process. Now, this is not merely an issue for New Jersey. This is an issue for any State that hopes it can strike a blow for clean government by limiting such a corrupting influence. And the issue is simply about the right of any State, of any State, to take the steps it needs to maintain the trust of its people. Nothing in what we are trying to do would force any State to enact a pay to play reform law. Nothing in our amendment would alter the competitive bidding process one bit.

The amendment strictly conforms to the ideals behind the current Federal highway contracting statute which is to ensure fairness and integrity in the awarding of public contracts.

I for one am surprised that we even need this amendment at all. For 50 years, Section 441(c) of Title 2 in the U.S. Code has banned political contributions from Federal contractors. The Federal government clearly recognizes the corrupting influence of pay to play and has taken steps to control it, steps that the Federal Highway Administration now says that New Jersey is not allowed to take on its own.

Clearly, the Federal Government recognizes that there are situations where merely looking for the lowest bidder is not the best way to serve the public interest.

The Securities and Exchange Commission has also enacted its own pay to play protection regulation, Rule G-37, which is even stronger than the Federal statute in Section 441. Brokers and municipal security dealers are forbidden from making political contributions to any official who issues municipal securities for 2 years before any business can be transacted. The rule was challenged and upheld in Federal court. Clearly, the SEC recognized and the courts agreed that restricting campaign contributions by people who are looking to do business with government is in the public interest and helps maintain the public trust.

I have heard some arguments that the problem with this amendment is that it would open the flood gates. Once we add a restriction about campaign contributions to highway contracting, this argument goes, we will not know where to stop. I strongly disagree.

First of all, New Jersey's Pay to Play Reform Act is not a highway issue. It only became one when the Federal Highway Administration, which is apparently not very concerned with Section 441 of the Federal law, decided to make it one by withholding New Jersey's highway financing.

Second, we already put a number of restrictions on highway contracting and procurement in Federal law. We give, for example, priority to minority-owned businesses, veteran-owned businesses, women-owned businesses, businesses owned by Native Americans or the disabled. We do these things because they are right to do and because they serve a social good. Limiting campaign contributions by prospective contractors is also a social good. It preserves the integrity of the government. It preserves the trust of the public in the contracting process. And it will very likely save the government money by lowering the cost of contracts.

Mr. Speaker, this amendment is simple. It is straightforward, and it is fair. It is also bipartisan and supported by a broad range of good government groups, such as Common Cause, the Center of Civic Responsibility, and Democracy 21.

I urge my colleagues, when it comes time, to pass the Pascrell/Menendez/LoBiondo amendments and the underlying bill so we can protect the rights of the States and allow them to combat corruption as they see fit. This will apply only to those States that, number one, choose to have such legislation for their States, and it will only apply to office holders in their States of a State nature.

I do not think the Federal Government should be telling the States that they cannot do that to preserve the trust and integrity of the contracting process in their States.

Mr. Speaker, I thank the gentleman for his gracious amount of time.

□ 1130

Mr. MCGOVERN. Mr. Speaker, I yield 2 minutes to the gentleman from New Jersey (Mr. HOLT).

Mr. HOLT. Mr. Speaker, I thank my friend, the gentleman from Massachusetts, for yielding me time; and I rise in strong support of the amendment offered by the gentlemen from New Jersey (Mr. PASCRELL), (Mr. MENENDEZ), and (Mr. LOBIONDO). The gentleman from New Jersey (Mr. MENENDEZ) and before him my other colleagues from Massachusetts have stated, I think clearly, what is at stake here.

New Jerseyans were surprised to learn that the Federal Highway Administration recently withheld \$260 million in highway funds because New Jersey had taken the very important step, I think the landmark step, to protect the integrity of contracts. Pay-to-play had become something that clearly had to be stopped, and the effort to bring integrity in public contracts by limiting political contributions is something that New Jersey is not only within its rights to do, but is something that should serve as a model for the Nation.

New Jerseyans were surprised to find that the highway administration ruled that New Jersey could not do that or else they would take the highway funds away.

This amendment would clarify the propriety of New Jersey's action. It would preserve the ability of States to protect the integrity of public contracts, and it is not just New Jersey. As the gentlewoman has heard, it would be, I think, to the benefit of West Virginia and a number of other States.

There are plenty of precedents, as the gentleman from New Jersey (Mr. MENENDEZ) has pointed out, to support the adoption of this amendment. The SEC, the Securities and Exchange Commission, currently has what we call a pay-to-play ban in place prohibiting contribution by bond traders, and that has been upheld in the courts.

So this amendment makes sense. It is entirely proper. It would benefit many States, and it would make clear that it is not the role of the Federal Highway Administration to decide what is and what is not ethical political procedure.

Furthermore, as my colleague, the gentleman from New Jersey (Mr. MENENDEZ), has pointed out, this would probably save money. There is too much money allocated in contracts for reasons that are not based entirely on cost and efficiency.

So I strongly urge the support of the Pascrell-Menendez-LoBiondo amendment.

Mrs. CAPITO. Mr. Speaker, I continue to reserve the balance of my time.

Mr. MCGOVERN. Mr. Speaker, I yield 5 minutes to the gentleman from New Jersey (Mr. PASCRELL).

Mr. PASCRELL. Mr. Speaker, in a letter that went from Suzanne Novak on behalf of the Brennan Center for Justice at NYU to the gentleman from Alaska (Mr. YOUNG), the honorary chairman of the Committee on Transportation and Infrastructure, and the gentleman from Minnesota (Mr. OBERSTAR), ranking member, she wrote in that letter in support of the Federal Government supporting States and being very specific about the bidding laws in contracting to respond to the collusion or the possibilities of collusion that have existed, I can assure my colleagues, not only in the State of New Jersey.

She wrote this: "Several recent scandals regarding government contracting in New Jersey prompted New Jersey to establish a criterion of responsibility for government contracting which prohibited the State from contracting with an entity that has contributed to a candidate for or holder of the office of Governor, or to any State or county political party committee, within certain time frames. The executive 'order of the Governor' 'explicitly stated that 'the growing infusion of funds donated by business entities into the political process at all level of government has generated widespread cynicism among the public that special interest groups are 'buying' favors from elected officeholders.'"

Mr. Speaker, the courts have recognized that contributions from government contractors present a severe risk of engendering corruption, the appearance of corruption and, thus, have generally upheld pay-to-play contribution bans, and this is what this amendment is all about. It is a bipartisan amendment to reform government, to help government clean up its act. We have similar laws on the Federal books about contracting and bidding. We want to remove cynicism from the public about when the government does business that there is proper conditions that will be implemented to make sure that it is done according to the law.

Blount v. the SEC was a perfect example. The Securities and Exchange Commission made it very clear that if you were going to do some bonding work, that if you give a political contribution to the entity beforehand, that is rather suspect. So let us remove that possibility. There is no doubt, if we do not allow the States to do what

the Federal Government has on the books, how are we going to justify that?

This is a win-win situation. Neither party is the source of corruption and neither party is privy to virtue; let us accept that. Let us also accept that this is a bipartisan amendment, introduced in good faith, so that each of the parties, if you will, look good. Not only talk the talk but take that extra step to clean up their own acts. How can we in this House not permit or allow each of the States to provide for cleaner governments?

This is reality. The Federal law, the court cases have backed up this effort. There is no reason under the sun. This is bipartisan. It will help both parties and it will reduce the cynicism that exists in many, many areas of the public.

So, Mr. Speaker, this great H.R. 3, the Transportation Equity Act, we have worked on it a long time. I have saluted both the Chair, as well as the ranking member. I have not heard one cogent argument as to why we should not pass and allow States to reform their own act and clean up their own acts.

One criticism I heard is that this is going to open up a Pandora's box. The Federal Government has rules on the books already. Are we going to tell the Federal Government, you have opened up a Pandora's box because you are trying to implement clean-government rules? That is absurd. Give me one legal reason why this amendment should not only be in order, which it is, but it should not be both sides of the aisle supportive. Give me one good legal reason.

Mr. MCGOVERN. Mr. Speaker, I yield myself such time as I may consume, and we have no further requests for time.

So let me just again say that while I wish the funding level of this bill were higher, TEA-LU is a good bill. It is a tribute to the gentleman from Alaska (Chairman YOUNG) and the gentleman from Minnesota (Ranking Member OBERSTAR). I urge my colleagues to support it. We also will support the rule.

Mr. Speaker, I yield back my time.

Mrs. CAPITO. Mr. Speaker, I yield myself such time as I may consume.

I would like to thank my colleague, the gentleman from Massachusetts, and I would like to reiterate as well that this legislation is crucial to the continued growth of our economy. We are creating jobs and improving the ability of current workers to commute to their places of employment, among a myriad of other transportation issues.

I look forward to the strong bipartisan support of this legislation. I urge a "yes" vote on the rule and the underlying legislation.

Mr. ANDREWS. Mr. Speaker, I would like to take this opportunity to express my support for the rule, H. Res. 144, to the TEA-LU, H.R. 3, bill, which makes in order the Pascrell/Menendez/LoBiondo Pay-to-Play amendment. The

consideration of this amendment is crucial to restoring the integrity of New Jersey's government and to protecting federal funds allocated to the State.

New Jersey government and politics are long overdue for a cleansing. For too long, New Jersey taxpayers have paid a corruption tax—the cost of decisions made to benefit campaign donors rather than taxpayers. At the present time, the New Jersey legislature is attempting to restore its integrity by barring companies, who have made political contributions to a state government or political party official, from receiving state contracts worth more than \$17,500. This is a critical component of the State's reform package and must be enacted and maintained for genuine change to occur in New Jersey.

Standing in the way of New Jersey's cleansing is the US Department of Transportation, USDOT, who has cited concerns that our State's pay-to-play reform would illegally stifle competition for government contracts. New Jersey has challenged the USDOT's decision in the court. Currently, the case is pending.

To weed out the corruption that has plagued our State and resulted in our citizens mistrust of their government, the Pascrell/Menendez/LoBiondo amendment is essential. Consideration and subsequently the passage of this amendment are imperative for New Jersey to attain real ethical reform.

Again, I commend the Rules Committee for declaring the Pascrell/Menendez/LoBiondo Pay-to-Play amendment in order today and urge its adoption.

Mrs. CAPITO. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

The SPEAKER pro tempore (Mrs. CAPITO). Pursuant to House Resolution 144 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the further consideration of the bill, H.R. 3.

□ 1140

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. BASS (Acting Chairman) in the chair.

The Clerk read the title of the bill.

The Acting CHAIRMAN. When the Committee of the Whole rose on Wednesday, March 9, 2005, all amendments pursuant to House Resolution 140 had been disposed of.

Pursuant to House Resolution 144, no further general debate, except for the final period contemplated in House Resolution 140, is in order.

Pursuant to House Resolution 144, no further amendment to the bill, as amended, shall be in order except those printed in House Report 109-15. Each amendment may be offered only in the order printed in the report, may be offered only by a Member designated in

the report, shall be considered as read, debatable for the time specified in the report, equally divided and controlled by the proponent and an opponent, shall not be subject to amendment, and shall not be subject to a demand for division of the question.

It is now in order to consider amendment No. 1 printed in part B of House Report 109-15.

AMENDMENT NO. 1 OFFERED BY MR. YOUNG OF ALASKA

Mr. YOUNG of Alaska. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 1 offered by Mr. YOUNG of Alaska:

In item number 1176 of such table contained in section 1702, strike "\$10,000,000" and insert "\$4,000,000".

In item number 2455 of such table, strike "\$3,000,000" and insert "\$2,000,000".

In item number 852 of such table, strike "\$750,000" and insert "\$500,000".

In item number 865 of such table, strike "\$9,750,000" and insert "\$7,500,000".

In item number 1222 of such table, strike "\$2,000,000" and insert "\$1,000,000".

In item number 497 of such table, strike "\$2,000,000" and insert "\$1,000,000".

In item number 2083 of such table, strike "\$6,500,000" and insert "\$6,000,000".

In item number 1041 of such table, strike "\$2,500,000" and insert "\$2,000,000".

In item number 1048 of such table, strike "\$3,900,000" and insert "\$3,000,000".

In item number 2737 of such table, strike "\$400,000" and insert "\$100,000".

In item number 3236 of such table, strike "\$400,000" and insert "\$100,000".

In item number 2250 of such table, strike "\$5,000,000" and insert "\$4,000,000".

In item number 2336 of such table, strike "\$21,350,000" and insert "\$20,000,000".

In item number 419 of such table, strike "\$21,400,000" and insert "\$18,400,000".

In item number 2938 of such table, strike "\$610,000" and insert "\$360,000".

In item number 749 of such table, strike "\$500,000" and insert "\$540,000".

In item number 1211 of such table, strike "\$700,000" and insert "\$1,100,000".

In item number 2463 of such table, strike "\$500,000" and insert "\$1,010,000".

In item number 2930 of such table, strike "\$300,000" and insert "\$350,000".

In item number 2954 of such table, strike "\$8,000,000" and insert "\$9,000,000".

In item number 3196 of such table, strike "lande" and insert "lane" and strike

"5,000,000" and insert "14,000,000".

In item number 3012 of such table, strike "\$2,500,000" and insert "\$3,000,000".

In item number 1175 of such table, strike "\$6,000,000" and insert "\$6,500,000".

In item number 3259 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item number 1530 of such table, strike "\$2,000,000" and insert "\$2,500,000".

In item number 1948 of such table, strike "\$555,000" and insert "\$1,055,000".

In item number 2809 of such table, strike "\$500,000" and insert "\$1,000,000".

In item number 3065 of such table, strike "\$555,000" and insert "\$1,055,000".

In item number 3276 of such table, strike "\$10,000,000" and insert "\$11,000,000".

In item number 1010 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 549 of such table, strike "\$1,000,000" and insert "\$1,010,000".

In item number 1552 of such table, strike "\$2,000,000" and insert "\$2,500,000".

In item number 1258 of such table, strike "\$2,500,000" insert "\$3,450,000".

In item number 1926 of such table, strike "\$12,500,000" insert "\$15,000,000".

In item number 2016 of such table, strike "\$3,000,000" insert "\$4,500,000".

In item number 3107 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 1331 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 665 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 1121 of such table, strike "\$5,000,000" insert "\$6,000,000".

In item number 3303 of such table, strike "\$5,000,000" insert "\$6,000,000".

In item number 347 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1123 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item number 256 of such table, strike "\$12,500,000" and insert "\$27,000,000".

In item number 1935 of such table, strike "\$500,000" and insert "\$1,000,000".

In item number 2190 of such table, strike "\$500,000" and insert "\$1,500,000".

In item number 1013 of such table, strike "\$7,000,000" and insert "\$8,000,000".

In item number 1471 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 619 of such table, strike "\$1,000,000" and insert "\$1,125,000".

In item number 2416 of such table, strike "\$750,000" and insert "\$1,000,000".

In item number 2936 of such table, strike "\$500,000" and insert "\$1,000,000".

In item number 353 of such table, strike "\$500,000" and insert "\$1,000,000".

In item number 661 of such table, strike "\$500,000" and insert "\$1,000,000".

In item number 581 of such table, strike "\$7,000,000" and insert "\$7,200,000".

In item number 2714 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1225 of such table, strike "Croos Creek Boulevard Widening" and insert "Cross Creek Boulevard Widening" and strike

"\$1,000,000" and insert "\$1,800,000".

In item number 2558 of such table, strike "\$3,000,000" and insert "\$6,000,000".

In item number 2423 of such table, strike "\$3,000,000" and insert "\$6,000,000".

In item number 538 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 734 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 3031 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 1002 of such table, strike "\$4,000,000" and insert "\$4,500,000".

In item number 2428 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 3261 of such table, strike "\$1,250,000" and insert "\$1,750,000".

In item number 1537 of such table, strike the project description and insert "Construct

a four lane connection between Rt. 13 and Rt. 45 and upgrades to Netty Green Road in Saline Co Illinois" and strike

"\$1,000,000" and insert "\$2,000,000".

In item number 1779 of such table, strike the project description and insert "Construction of part of a 230 mile corridor US 67 near

Jerseyville and Carrolton, Illinois".

In item number 1066 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 767 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 1725 of such table, strike "\$750,000" and insert "\$2,500,000".

In item number 1427 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1380 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1062 of such table, strike "\$2,600,000" and insert "\$3,600,000".

In item number 3195 of such table, strike "\$11,000,000" and insert "\$12,000,000".

In item number 329 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item number 3003 of such table, strike "\$4,000,000" and insert "\$9,000,000".

In item number 2108 of such table, strike "\$4,000,000" and insert "\$9,000,000".

In item number 835 of such table, strike "\$5,000,000" and insert "\$5,700,000".

In item number 3114 of such table, strike "\$5,450,000" and insert "\$6,150,000".

In item number 2668 of such table, strike "\$2,000,000" and insert "\$2,600,000".

In item number 3206 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item number 2233 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 177 of such table, strike "Construction of Valleydale Road Flyover, Widening and Improvements" and insert

"Construction of Valeydale Road Flyover and widening and improvements from US 31 to I-65 (Shelby County Rd 17" and strike

"\$5,000,000" and insert "\$6,000,000".

In item number 940 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item number 2887 of such table, strike "\$200,000" and insert "\$250,000".

In item number 2323 of such table, strike "\$100,000" and insert "\$150,000".

In item number 827 of such table, strike "\$100,000" and insert "\$300,000".

In item number 2593 of such table, strike "\$100,000" and insert "\$200,000".

In item number 2395 of such table, strike "\$100,000" and insert "\$500,000".

In item number 2541 of such table, strike "\$100,000" and insert "\$500,000".

In item number 1572 of such table, strike "\$1,000,000" and insert "\$700,000".

In item number 2608 of such table, strike the project description and insert "CR 52

from US 31 (Pelham) and continuation of CR 52 in Jefferson County, known as Morgan

Road, to I-459, including proposed Highway 261 bypass around old town Helena" and

strike "\$15,000,000" and insert "\$10,000,000".

In item number 1787 of such table, strike "LA" and insert "AL", strike the project

description and insert "Birmingham Northern Beltline", and strike "\$800,000" and insert

"\$10,000,000".

In item number 2943 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item number 2623 of such table, strike "\$5,000,000" and insert "\$5,500,000".

In item number 1621 of such table, strike "\$2,500,000" and insert "\$3,400,000".

In item number 1098 of such table, strike "\$900,000" and insert "\$2,000,000".

In item number 3272 of such table, strike "\$14,000,000" and insert "20,000,000".

In item number 1174 of such table, strike "\$3,000,000" and insert "\$2,000,000".

In item number 2534 of such table, strike "\$6,000,000" and insert "\$5,000,000".

In item number 2128 of such table, strike "\$14,000,000" and insert "\$16,000,000".

In item number 3051 of such table, strike "\$4,000,000" and insert "\$4,500,000".

In item number 567 of such table, strike "\$2,000,000" and insert "\$2,500,000".

In item number 3017 of such table, strike "\$1,100,000" and insert "\$2,100,000".

In item number 2735 of such table, strike "\$6,000,000" and insert "\$7,500,000".

In item number 572 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 663 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item number 2942 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 132 of such table, strike "\$2,200,000" and insert "\$3,200,000".

In item number 3055 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1607 of such table, strike "\$1,000,000" insert "\$1,200,000".

In item number 874 of such table, strike "\$1,400,000" insert "\$2,000,000".

In item number 986 of such table, strike “\$250,000” and insert “\$300,000”.

In item number 1739 of such table, strike “\$3,600,000” and insert “\$3,900,000”.

In item number 3234 of such table, strike “\$3,600,000” and insert “\$4,200,000”.

In item number 540 of such table, strike “\$150,000” and insert “\$275,000”.

In item number 3132 of such table, strike “\$6,200,000” and insert “\$8,200,000”.

In item number 1094 of such table, strike “\$4,100,000” and insert “\$6,100,000”.

In item number 49 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item number 1506 of such table, strike “\$8,000,000” and insert “\$10,000,000”.

In item number 407 of such table, strike “\$12,000,000” and insert “\$14,000,000”.

In item number 1899 of such table, strike “\$3,000,000” and insert “\$5,000,000”.

In item number 1166 of such table, strike “\$4,000,000” and insert “\$6,000,000”.

In item number 2022 of such table, strike “\$4,000,000” and insert “\$6,000,000”.

In item number 1061 of such table, strike “\$2,000,000” and insert “\$3,000,000”.

In item number 2277 of such table, strike “\$4,000,000” and insert “\$5,000,000”.

In item number 171 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item number 543 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item number 1944 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item number 2824 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item number 104 of such table, strike “\$4,000,000” and insert “\$6,000,000”.

In item number 1851 of such table, strike “\$12,000,000” and insert “\$14,000,000”.

In item number 15 of such table, strike “\$4,644,000” and insert “\$5,000,000”.

In item number 124 of such table, strike “\$2,500,000” and insert “\$2,900,000”.

In item number 2640 of such table, strike “\$4,856,000” and insert “\$6,000,000”.

In item number 3074 of such table, strike “\$2,000,000” and insert “\$2,100,000”.

In item number 1737 of such table, strike “\$9,000,000” and insert “\$10,000,000”.

In item number 1581 of such table, strike “\$1,500,000” and insert “\$2,000,000”.

In item number 1631 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 88 of such table, strike “\$2,000,000” and insert “\$3,000,000”.

In item number 425 of such table, strike “\$3,000,000” and insert “\$4,000,000”.

In item number 1223 of such table, strike “\$800,000” and insert “\$1,600,000”.

In item number 585 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item number 1346 of such table, strike “\$500,000” and insert “\$750,000”.

In item number 1669 of such table, strike “\$2,000,000” and insert “\$3,000,000”.

In item number 2224 of such table, strike “\$8,000,000” and insert “\$11,000,000”.

In item number 702 of such table, strike “\$4,000,000” and insert “\$6,000,000”.

In item number 636 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 807 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 1172 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 2234 of such table, strike “\$1,000,000” and insert “\$500,000”.

In item number 3164 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 3219 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item number 2962 of such table, strike “Construct” and insert “Design and construction”.

In item number 2469 of such table, strike “Construction” and insert “Design, right of way acquisition, and construction”.

In item number 2140 of such table, strike “\$6,000,000” and insert “\$10,000,000”.

In item number 1106 of such table, strike “\$8,000,000” and insert “\$10,000,000”.

In item number 652 of such table, strike “\$3,000,000” and insert “\$4,000,000”.

In item number 814 of such table, strike “\$2,000,000” and insert “\$3,000,000”.

In item number 2944 of such table, strike “\$3,000,000” and insert “\$5,000,000”.

In item number 434 of such table, strike “\$800,000” and insert “\$2,800,000”.

In item number 345 of such table, strike “\$4,500,000” and insert “\$5,500,000”.

In item number 1587 of such table, strike “\$3,800,000” and insert “\$4,300,000”.

In item number 2753 of such table, strike “\$3,000,000” and insert “\$3,500,000”.

In item number 330 of such table, strike “\$2,000,000” and insert “\$2,500,000”.

In item number 1255 of such table, strike “\$2,000,000” and insert “\$2,500,000”.

In item number 1626 of such table, strike “\$6,000,000” and insert “\$7,000,000”.

In item number 3218 of such table, strike “\$3,000,000” and insert “\$5,000,000”.

In item number 1031 of such table, strike “\$5,000,000” and insert “\$7,000,000”.

In item number 1242 of such table, strike “\$1,000,000” and insert “\$3,000,000”.

In item number 403 of such table, strike “\$5,000,000” and insert “\$9,100,000”.

In item number 903 of such table, strike “\$4,000,000” and insert “\$13,500,000”.

In item number 1617 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item number 2298 of such table, strike “\$6,000,000” and insert “\$7,000,000”.

In item number 2072 of such table, strike “\$1,500,000” and insert “\$4,000,000”.

In item number 876 of such table, strike “\$930,000” and insert “\$1,045,000”.

In item number 229 of such table, strike “\$930,000” and insert “\$1,020,000”.

In item number 1584 of such table, strike “\$780,000” and insert “\$870,000”.

In item number 280 of such table, strike “\$680,000” and insert “\$770,000”.

In item number 1441 of such table, strike “\$2,430,000” and insert “\$2,695,000”.

In item number 690 of such table, strike “\$430,000” and insert “\$510,000”.

In item number 2994 of such table, strike “\$620,000” and insert “\$695,000”.

In item number 2836 of such table, strike “\$1,000,000” and insert “\$1,195,000”.

In item number 2575 of such table, strike “\$1,500,000” and insert “\$2,500,000”.

In item number 1101 of such table, strike “\$1,500,000” and insert “\$2,000,000”.

In item number 2845 of such table, strike “\$2,000,000” and insert “\$2,500,000”.

In item number 2340 of such table, strike “\$1,500,000” and insert “\$3,000,000”.

In item number 3203 of such table, strike “\$3,000,000” and insert “\$4,000,000”.

In item number 786 of such table, strike “Eliminate Highway-Railway crossing over US 14 and realignment of US 14, Des Plaines” and insert “Reconstruct Highway-Railway crossing over US 14 and realignment of US 14, Des Plaines”.

In item number 2813 of such table, strike “\$9,000,000” and insert “\$15,000,000”.

In item number 1547 of such table, strike “\$30,000,000” and insert “\$50,000,000”.

In item number 640 of such table, strike “\$1,500,000” and insert “\$2,000,000”.

In item number 1771, of such table, strike “For rail grade separations identified by the MPO for the Little Rock/North Little Rock metropolitan area, (which may include: Edison Ave.; Springer Blvd; Hwy 89 Extension; McCain/Fairfax; Salem Road)” and insert “For rail grade separations identified by the MPO for the Little Rock/North Little Rock metropolitan area, (which may include: Edison Ave.; Springer Blvd; Hwy 89 Extension;

McCain/Fairfax; Salem Road; J.P. Wright Loop; South Loop; Geyer Springs Rd)”.

In item number 596 of such table, strike “Allegheny City Urban Runoff Mitigation—eliminate urban highway runoff and the discharge of culverted streams into municipal combined sewers” and insert “Allegheny County Urban Runoff Mitigation—eliminate urban highway runoff and the discharge of culverted streams into municipal combined sewers”.

In item number 1197 of such table, strike “Construct Shoreline Transportation Enhancement Projects, Guilford, Branford, East Haven” and insert “Construct Shoreline Greenway Trail, Guilford, Branford, East Haven”.

In item number 1741 of such table, strike “Construct 6 mainlines from east of Mercury to east of Wallisville” and insert “US 90—Construct 6 mainlines from east of Mercury to east of Wallisville”.

In item number 2272 of such table, strike “Build additional staircases, landscape, and other improvements to the municipal bridge at the Holton St. Viaduct in Milwaukee” and insert “Build additional staircases, landscape, and other improvements to the marsupial bridge at the Holton St. Viaduct in Milwaukee”.

In item number 3037 of such table, strike “Belle Chasse Tunnel” and insert “Replacement Bridge for Tunnel, Belle Chasse”.

In item number 2751 of such table, strike “Kerner Bridge” and insert “Kerner Ferry Bridge, Jefferson Parish”.

In item number 2405 of such table, strike “Acquire lands adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project” and insert “Acquire lands for mitigation adjacent to US 101 as part of Southern Santa Clara County Wildlife Corridor Protection and Scenic Enhancement Project” and strike “\$250,000” and insert “\$500,000”.

In item number 42 of such table, strike “Access and enhancements to access Lake Belva Deer, Sigourney” and insert “Access and transportation enhancements to access Lake Belva Deer, Sigourney” and strike “\$1,000,000” and insert “\$2,000,000”.

In item number 1429 of such table, strike “\$4,150,000” and insert “\$4,650,000”.

In item number 1245 of such table, strike “\$1,000,000” and insert “\$2,500,000”.

In item number 2220 of such table, strike “\$2,000,000” and insert “\$3,000,000”.

In item number 116 of such table, strike “NY” and insert “WA” and strike “Yonkers, New York, Trolley Bus Acquisition” and insert “SR 518 3rd lane construction, King County” and strike “\$300,000” and insert “\$2,000,000”.

In item number 2042 of such table, strike “Construction of vessel impact protection system for TXDOT” and insert “Construct a bridge impact protection system for TxDOT”.

In item number 169 of such table, strike “TX” and insert “AR” and strike “Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements” and insert “Conway Western Loop—for engineering, rights-of-way, relocations, and continued planning and design” and strike “\$2,000,000” and insert “\$500,000”.

In item number 2552 of such table, strike “\$2,000,000” and insert “\$3,700,000”.

In item number 2947 of such table, strike “\$1,200,000” and insert “\$1,500,000”.

In item number 261 of such table, strike “\$800,000” and insert “\$1,600,000”.

In item number 1569 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item number 588 of such table, strike “Harlem Hospital Parking Garage” and insert “Transportation parking facility serving the Harlem Hospital Complex”.

In item number 2860 of such table, strike "Add lights to road from Halchita to Mexican Hat on Navajo Mountain" and insert "Add lights to road from Halchita to Mexican Hat in the Navajo Nation".

In item number 1674 of such table, strike "Mile 2 W from Mile 12 N to US 83, Hidalgo County" and insert "Reconstruct Mile 2 W from Mile 12 N to US 83, Hidalgo County".

In item number 630 of such table, strike "Mile 6 W from US 83 to SH 107, Hidalgo County" and insert "Reconstruct Mile 6 W from US 83 to SH 107, Hidalgo County".

In item number 257 of such table, strike "Construct transportation enhancements on greenway along East River waterfront between East River Park (ERP) and Brooklyn Bridge, and reconstruct South entrance to ERP, in Manhattan" and insert "Construct greenway along East River waterfront between East River Park (ERP) and Brooklyn Bridge, and reconstruct South entrance to ERP, in Manhattan".

In item number 1862 of such table, strike "Plan and construct bicycle path, esplanades and ferry landing along New York Bay in Sunset Park, Brooklyn" and insert "Plan and construct greenway, bicycle path, esplanades and ferry landing along New York Bay in Sunset Park, Brooklyn".

In item number 523 of such table, strike "To study, design and construct transportation enhancements on the Brooklyn Waterfront Greenway in Red Hook, Greenpoint, and the Navy Yard in Brooklyn" and insert "To study, design and construct the Brooklyn Waterfront Greenway in Red Hook, Greenpoint, and the Navy Yard in Brooklyn" and strike "\$5,000,000" and insert "\$8,250,000".

In item number 2565 of such table, strike "Study and Implement Enhancement to Avenue U from Mill Avenue to East 38th Street and Flatbush Avenue from Avenue T to Avenue V" and insert "Study and Implement Traffic and Pedestrian Safety Enhancements to Gerritsen Beach, Brooklyn".

In item number 2315 of such table, strike "Construction of a bicycle / pedestrian off road scenic pathway from the Niagara Falls City Line to the southerly Lewiston Town / Village Line along the Niagara Gorge, Town of Lewiston, Village of Lewi" and insert "Construction of a bicycle / pedestrian off road scenic pathway from the Niagara Falls City Line to the southerly Lewiston Town / Village Line along the Niagara Gorge, Town of Lewiston, Village of Lewiston, Niagara County" and strike "\$1,250,000" and insert "\$2,750,000".

In item number 1144 of such table, strike "Implement ITS system and apparatus to enhance citywide truck route system on LIE Eastbound Service Road at 74th Street to Caldwell Ave, Grand Ave from 69th Street to Flushing Ave, and Eliot Ave from 6" and insert "Implement ITS system and apparatus to enhance citywide truck route system on LIE Eastbound Service Road at 74th Street to Caldwell Ave, Grand Ave from 69th Street to Flushing Ave, and Eliot Ave from 69th Street to Woodhaven Blvd".

In item number 2575 of such table, strike "\$1,500,000" and insert "\$2,500,000".

In item number 2436 of such table, strike "For the Nanticoke City Redevelopment Authority to design, acquire land, and construct a parking garage, streetscaping enhancements, paving, lighting & safety improvements, & roadway redesign in Nanti" and insert "For the Nanticoke City Redevelopment Authority to design, acquire land, and construct a parking garage, streetscaping enhancements, paving, lighting and safety improvements, and roadway redesign in Nanticoke".

In item number 128 of such table, strike "WIDENING, CURB AND GUTTER IM-

PROVEMENTS AS PART OF HWY 33 REDEVELOPMENT PROJECT IN KEARNEY" and insert "Widening, curb and gutter improvements on Hwy 92 as part of Hwy 33 Redevelopment Project in Kearney".

In item number 491 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1510 of such table, strike "\$18,000,000" and insert "\$19,000,000".

In item number 1865 of such table, strike "\$3,000,000" and insert "\$3,250,000".

In item number 851 of such table, strike "\$4,000,000" and insert "\$4,200,000".

In item number 1947 of such table, strike "\$2,450,000" and insert "\$3,000,000".

In item number 3104 of such table, strike "\$1,000,000" and insert "\$1,200,000".

In item number 2833 of such table, strike "\$600,000" and insert "\$1,000,000".

In item number 2964 of such table, strike "\$250,000" and insert "\$450,000".

In item number 2894 of such table, strike "\$1,000,000" and insert "\$1,200,000".

In item number 1136 of such table, strike "\$3,200,000" and insert "\$2,750,000".

In item number 1188 of such table, strike "\$5,880,000" and insert "\$6,480,000".

In item number 1768 of such table, strike "\$3,220,000" and insert "\$3,350,000".

In item number 3263 of such table, strike "\$1,680,000" and insert "\$3,420,000".

In item number 2807 of such table, strike "\$2,000,000" and insert "\$2,500,000".

In item number 1176 of such table, strike "\$10,000,000" and insert "\$4,000,000".

In item number 2916 of such table, strike "\$1,750,000" and insert "\$2,000,000".

In item number 912 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 1625 of such table, strike "\$600,000" and insert "\$800,000".

In item number 2780 of such table, strike "\$600,000" and insert "\$892,000".

In item number 2457 of such table, strike "\$100,000" and insert "\$108,000".

In item number 811 of such table, strike "\$11,000,000" and insert "\$13,000,000".

In item number 164 of such table, strike "\$7,000,000" and insert "\$17,000,000".

In item number 598 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item number 1493 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1496 of such table, strike "\$200,000" and insert "\$2,000,000".

In item number 3279 of such table, strike "\$10,750,000" and insert "\$11,750,000".

In item number 2796 of such table, strike "Plan, Design, and Construct improvements to Virginia Beach Blvd in Virginia Beach and Norfolk" and insert "Preliminary Engineer, Design, and Construct improvements to Virginia Beach Blvd in Virginia Beach and Norfolk".

In item number 717 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 875 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 2710 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item number 860 of such table, strike "\$7,000,000" and insert "\$9,000,000".

In item number 1451 of such table, strike "\$8,000,000" and insert "\$10,000,000".

In item number 264 of such table, strike "\$2,000,000" and insert "\$4,000,000".

In item number 294 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 1233 of such table, strike "\$5,750,000" and insert "\$3,000,000".

In item number 234 of such table, strike "\$3,000,000" and insert "\$3,534,680".

In item number 1821 of such table, strike "\$2,000,000" and insert "\$2,535,000".

In item number 3178 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item number 216 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item number 2246 of such table, strike "\$3,000,000" and insert "\$3,500,000".

In item number 465 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 710 of such table, insert "right-of-way acquisition and" before "construction" and strike "\$5,000,000" and insert "\$6,000,000".

In item number 2065 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 3096 of such table, strike "\$1,250,000" and insert "\$3,250,000".

In item number 2371 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 1786 of such table, strike "\$2,930,000" and insert "\$3,000,000".

In item number 576 of such table, strike "\$4,000,000" and insert "\$9,500,000".

In item number 3238 of such table, strike "\$3,000,000" and insert "\$9,000,000".

In item number 2972 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 2103 of such table, strike "\$1,000,000" and insert "\$2,500,000".

In item number 7 of such table, strike "\$1,400,000" and insert "\$2,000,000".

In item number 155 of such table, strike "\$400,000" and insert "\$500,000".

In item number 1397 of such table, strike "\$400,000" and insert "\$500,000".

In item number 524 of such table, strike "\$75,000" and insert "\$275,000".

In item number 2256 of such table, strike "\$5,000,000" and insert "\$6,200,000".

In item number 2744 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item number 472 of such table, strike "\$8,000,000" and insert "\$9,000,000".

In item number 1713 of such table, strike "To plan, design and construct the North-

west Corridor—Western Blvd. Project in Jacksonville, NC" and insert "To plan, design, and construct the Northwest Corridor—Western Blvd. Project in Jacksonville, NC" and strike "\$1,000,000" and insert "\$2,000,000".

In item number 2789 of such table, strike "\$6,000,000" and insert "\$6,800,000".

In item number 2613 of such table, strike "\$3,000,000" and insert "\$3,500,000".

In item number 3181 of such table, strike "\$1,000,000" and insert "\$1,700,000".

In item number 305 of such table, strike "\$10,000,000" and insert "\$14,400,000".

In item number 2343 of such table, strike "\$10,000,000" and insert "\$5,600,000".

In item number 1950 of such table, strike "\$7,000,000" and insert "\$8,000,000".

In item number 2406 of such table, strike "\$7,000,000" and insert "\$8,000,000".

In item number 963 of such table, strike "\$1,750,000" and insert "\$2,125,000".

In item number 1125 of such table, strike "\$750,000" and insert "\$1,000,000".

In item number 2040 of such table, strike "US Rt 30 between Williams St and IL Rt 43

for signals, turn & or deceleration lanes at 80th Ave, Wolf Rd, LincolnWay HS and Locust St" and insert "For US Rt 30 intersection signals, turn & deceleration lanes btwn Williams St & IL Rt 43 incl. 80th Ave, Wolf Rd, LincolnWay HS & Locust St" and strike "\$6,000,000" and insert "\$7,000,000".

In item number 2397 of such table, strike "\$4,000,000" and insert "\$4,500,000".

In item number 723 of such table, strike "\$5,500,000" and insert "\$7,000,000".

In item number 1024 of such table, strike "\$6,000,000" and insert "\$8,000,000".

In item number 1087 of such table, strike "\$16,000,000" and insert "\$2,000,000".

In item number 2612 of such table, strike "\$4,000,000" and insert "\$16,000,000".

In item number 2872 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1333 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 3235 of such table, strike "\$4,000,000" and insert "\$10,000,000".

In item number 71 of such table, strike "\$3,000,000" and insert "\$5,000,000".

In item number 2392 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item number 2979 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item number 2662 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 500 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item number 2548 of such table, strike "Preconstruction studies for improvement to US 22." and insert "Preconstruction studies for improvement to US 22 from Irving Street to Mickley Road."

In item number 1779 of such table, strike "Construction of part of a 230 mile corridor extending from I-280 at Rock Island to I-270 south of Alton" and insert "Construction of part of a 230 mile corridor of US 67 near Jerseyville and Carrollton, Illinois".

In item number 1893 of such table, strike "Construct HSH 151" and insert "Construct USH 151".

In item number 1342 of such table, strike "Construction of freeway between I-15 and US 395" and insert "Construction of new freeway between I-15 and US 395, including new interchange at I-15".

In item 1470 of such table, strike "\$2,000,000" and insert "\$5,000,000".

In item 1688 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item 1734 of such table, strike "\$500,000" and insert "\$1,000,000".

In item 457 of such table, strike "\$450,000" and insert "\$250,000".

In item 490 of such table, strike "\$500,000" and insert "\$2,500,000".

In item 2196 of such table, strike "\$700,000" and insert "\$900,000".

In item 2664 of such table, strike "NY" and insert "NJ".

In item 2412 of such table, strike "\$3,000,000" and insert "\$5,000,000".

In item 210 of such table, strike "\$3,400,000" and insert "\$2,400,000".

In item 3233 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 1552 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 560 of such table, strike "\$1,500,000" and insert "\$1,000,000".

In item 825 of such table, strike "\$18,496,000" and insert "\$34,984,000".

In item 1525 of such table, strike "\$12,500,000" and insert "\$14,500,000".

In item 1845 of such table, strike "Walton County" and insert "Bay County".

In item 3288 of such table, strike "Walton County" and insert "Bay County".

In item 2044 of such table, strike "\$1,250,000" and insert "\$1,500,000".

In item 551 of such table, strike "\$1,000,000" and insert "\$1,250,000".

In item 622 of such table, strike "\$1,200,000" and insert "\$1,550,000".

In item 600 of such table, strike "\$1,700,000" and insert "\$2,200,000".

In item 3058 of such table, strike "\$300,000" and insert "\$500,000".

In item 2391 of such table, strike "\$1,400,000" and insert "\$1,900,000".

In item 1479 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item 1112 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 1853 of such table, strike "\$7,000,000" and insert "\$7,800,000".

In item number 2803 of such table, strike "\$12,000,000" and insert "\$15,000,000".

In item number 1787 of such table, strike the program description and insert "LA, US 190 (LA 22 to Little Bayou Castine) Widening" and strike "\$800,000" and insert "\$1,000,000".

In item number 2071 of such table, strike "\$3,300,000" and insert "\$4,300,000".

In item number 2132 of such table, strike "\$3,300,000" and insert "\$5,800,000".

In item number 3057 of such table, strike "\$15,000,000" and insert "\$16,000,000".

In item number 1835 of such table, strike "\$3,500,000" and insert "\$7,000,000".

In item number 2163 of such table, strike "\$1,500,000" and insert "\$3,000,000".

In item number 1738 of such table, strike "\$2,000,000" and insert "\$3,500,000".

In item number 381 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 75 of such table, strike "\$2,000,000" and insert "\$3,500,000".

In item number 1795 of such table, strike "\$1,500,000" and insert "\$3,000,000".

In item number 2948 of such table, strike "\$500,000" and insert "\$1,500,000".

In item number 642 of such table, strike "Greenway" and insert "bicycle and pedestrian path".

In item 1898 of such table, strike "Improvements to SH412P at I-44 Interchange" and insert "Improvements to SH412P at 412 interchange".

In item 1754 of such table, strike "\$4,500,000" and insert "\$6,000,000".

In item 1488 of such table, strike "\$7,500,000" and insert "\$8,000,000".

In item 970 of such table, strike "\$1,400,000" and insert "\$7,000,000".

In item 3240 of such table, strike "Construct Railroad Underpass on Hwy 35 in Pierre" and insert "Construct Railroad Underpass on Hwy 34 in Pierre".

In item 819 of such table, strike "\$1,400,000" and insert "\$1,000,000".

In item 3026 of such table, strike "Regrade and resurface BIA Route #5 south of Dupree on the Cheyenne River Reservation" and insert "Pave and curb Cheyenne River Tribe Route 900, 'Chinatown' in Eagle Butte".

In item 2080 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item 2749 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item 1081 of such table, strike "\$5,000,000" and insert "\$8,000,000".

In item 278 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item 1085 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 3013 of such table, strike "Install countdown devices on pedestrian crossing signals on US Routes 1220 and 50 in Oak Lawn" and insert "Improve Streets, Merriquette Park".

In item 1128 of such table, strike "\$4,000,000" and insert "\$10,000,000".

In item 1405 of such table, strike "\$15,680,000" and insert "\$17,180,000".

In item 889 of such table, strike "\$7,500,000" and insert "\$15,000,000".

In item 450 of such table, strike "\$2,500,000" and insert "\$3,500,000".

In item 2819 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 2194 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 688 of such table, strike "\$3,000,000" and insert "\$5,000,000".

In item 2198 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item 2835 of such table, strike "\$500,000" and insert "\$1,500,000".

In item 266 of such table, strike "\$1,000,000" and insert "\$3,000,000".

In item 701 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 1296 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 427 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 1993 of such table, strike "\$5,500,000" and insert "\$10,000,000".

In item 862 of such table, strike "\$2,000,000" and insert "\$4,500,000".

In item 3027 of such table, strike "\$13,000,000" and insert "\$15,000,000".

In item 1560 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 259 of such table, strike "Design, engineering, ROW acquisition and construction for the French Rapids Bridge, City of Brainerd" and insert "Corridor study, EIS, and ROW acquisition for a future highway and bridge over the Mississippi River, City of Brainerd".

In item 2348 of such table, strike "\$5,000,000" and insert "\$8,000,000".

In item 1458 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item 105 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item 2028 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item 1474 of such table, strike "\$3,500,000" and insert "\$4,000,000".

In item 2264 of such table, strike "\$3,500,000" and insert "\$4,000,000".

In item 2917 of such table, strike "\$7,000,000" and insert "\$9,000,000".

In item 2189 of such table, strike "\$10,000,000" and insert "\$22,500,000".

In item 3211 of such table, strike "\$2,500,000" and insert "\$9,500,000".

In item 721 of such table, strike "\$1,000,000" and insert "\$1,200,000".

In item 2996 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 14 of such table, strike "\$2,600,000" and insert "\$4,850,000".

In item 2827 of such table, strike "\$800,000" and insert "\$1,100,000".

In item 2718 of such table, strike "\$1,100,000" and insert "\$1,300,000".

In item 2910 of such table, strike "\$400,000" and insert "\$600,000".

In item 2671 of such table, strike "\$6,000,000" and insert "\$8,250,000".

In item 586 of such table, strike "\$4,000,000" and insert "\$6,000,000".

In item 942 of such table, strike "\$500,000" and insert "\$1,250,000".

In item 2667 of such table, strike "\$6,300,000" and insert "\$7,000,000".

In item 250 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item 1115 of such table, strike "\$1,000,000" and insert "\$1,300,000".

In item 63 of such table, strike "\$4,500,000" and insert "\$7,500,000".

In item 2446 of such table, strike "\$5,000,000" and insert "\$5,500,000".

In item 447 of such table, strike "\$9,000,000" and insert "\$10,250,000".

In item 2671 of such table, strike "\$6,000,000" and insert "\$5,750,000".

In item 3300 of such table, strike "\$1,250,000" and insert "\$1,268,245".

In item 744 of such table, strike "\$3,500,000" and insert "\$5,350,000".

In item 672 of such table, strike "\$3,000,000" and insert "\$5,000,000".

In item 713 of such table, strike "\$8,000,000" and insert "\$10,000,000".

In item 820 of such table, strike "\$6,000,000" and insert "\$8,000,000".

In item 1241 of such table, strike "\$6,000,000" and insert "\$8,000,000".

In item 2601 of such table, strike "\$4,750,000" and insert "\$8,000,000".

In item 1541 of such table, strike "\$500,000" and insert "\$900,000".

In item 555 of such table, strike "\$2,945,000" and insert "\$3,850,000".

In item 3163 of such table, strike "\$1,750,000" and insert "\$2,000,000".

In item 144 of such table, strike "\$850,000" and insert "\$1,000,000".

In item 3162 of such table, strike "\$1,400,000" and insert "\$1,410,000".

In item 31 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item 321 of such table, strike "\$2,000,000" and insert "\$2,068,755".

In item 2658 of such table, strike "\$1,600,000" and insert "\$1,636,000".

In item 162 of such table, strike “\$6,500,000” and insert “\$6,937,000”.

In item 2076 of such table, strike “construct I-35 and Lone Elm Road interchange and widen I-35 from 51st St. to 59th St., Olathe” and insert “Construct I-35 and Lone Elm Road interchange and widen I-35 from 151st St. to 159th St., Olathe”.

In item number 2465 of such table, strike “\$3,000,000” and insert “\$200,000,000”.

In item number 406 of such table, strike “\$3,000,000” and insert “\$125,000,000”.

In item number 1938 of such table, strike “\$2,300,000” and insert “\$7,000,000”.

In item number 1760 of such table, insert “or IFA vessel debt repayment for MV Prince of Wales Ferry” after “ferry terminal”.

In item number 1847 of such table, strike “Construct access road connection from Seward Highway to rail and airport facilities in Seward” and insert “Ferry infrastructure at Seward Marine Center”.

In item 2945 of such table, strike “\$900,000” and insert “\$7,020,744”.

In item 2892 of such table, strike “Reconstruct CSAH 17 between Itasca CR 341 and the Scenic State Park entrance to improve safety and structural integrity” and insert “Reconstruct CSAH 7 between Itasca CR 341 and the Scenic State Park entrance to improve safety and structural integrity”.

In item 316 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item 768 of such table, strike “\$4,800,000” and insert “\$5,000,000”.

In item 2415 of such table, strike “\$1,600,000” and insert “\$2,000,000”.

In item 797 of such table, strike “\$1,300,000” and insert “\$1,400,000”.

In item 404 of such table, strike “\$2,468,300” and insert “\$3,000,000”.

In item 892 of such table, strike “\$500,000” and insert “\$750,000”.

In item 2754 of such table, strike “\$2,800,000” and insert “\$3,000,000”.

In item 2603 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item 1555 of such table, strike “\$7,000,000” and insert “\$8,000,000”.

In item 2853 of such table, strike “\$2,000,000” and insert “\$2,500,000”.

In item 3298 of such table, strike “\$4,000,000” and insert “\$5,000,000”.

In item 1088 of such table, strike “\$7,500,000” and insert “\$9,000,000”.

In item 705 of such table, strike “\$6,500,000” and insert “\$10,900,000”.

In item 2837 of such table, strike “\$4,500,000” and insert “\$5,000,000”.

In item 848 of such table, strike “\$4,500,000” and insert “\$5,000,000”.

In item 834 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item 396 of such table, strike “\$500,000” and insert “\$1,000,000”.

In item 1284 of such table, strike “\$1,000,000” and insert “\$3,600,000”.

In item 1812 of such table, strike “\$21,000,000” and insert “\$21,850,000”.

In item 733 of such table, strike “\$15,000,000” and insert “\$20,000,000”.

In item 3220 of such table, strike “\$2,000,000” and insert “\$4,000,000”.

In item 430 of such table, strike “\$1,750,000” and insert “\$2,000,000”.

In item 592 of such table, strike “\$3,000,000” and insert “\$3,900,000”.

In item 2369 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item 3174 of such table, strike “\$10,000,000” and insert “\$10,700,000”.

In item 1551 of such table, strike “\$5,000,000” and insert “\$8,500,000”.

In item 1032 of such table, strike “\$1,000,000” and insert “\$4,000,000”.

In item 930 of such table, strike “\$500,000” and insert “\$2,500,000”.

In item 910 of such table, strike “\$16,500,000” and insert “\$20,000,000”.

In item 1946 of such table, strike “Construct Pedestrian Mall and Streetscape Improvements, Wilmore” and insert “Construct Pedestrian Mall and Streetscape Improvements on Lexington, College, Walnut and Gillespie Sts, Wilmore”.

In item 2451 of such table, strike “3,000,000” and insert “\$4,400,000”.

In item 1571 of such table, strike “\$5,500,000” and insert “\$8,500,000”.

In item 1226 of such table, strike “\$500,000” and insert “\$1,400,000”.

In item 2091 of such table, strike “\$1,700,000” and insert “\$2,500,000”.

In item 1453 of such table, strike “\$2,100,000” and insert “\$3,000,000”.

In item 1454 of such table, strike “\$1,800,000” and insert “\$1,900,000”.

In item 468 of such table, strike “\$3,200,000” and insert “\$5,000,000”.

In item 2374 of such table, strike “\$2,000,000” and insert “\$3,800,000”.

In item 1289 of such table, strike “\$5,000,000” and insert “\$6,800,000”.

In item 1864 of such table, strike “\$550,000” and insert “\$2,100,000”.

In item 231 of such table, strike “\$500,000” and insert “\$1,500,000”.

In item 1718 of such table, strike “\$10,000,000” and insert “\$15,000,000”.

In item 1185 of such table, strike “\$2,250,000” and insert “\$4,000,000”.

In item 1293 of such table, strike “\$2,750,000” and insert “\$3,500,000”.

In item 822 of such table, strike “\$500,000” and insert “\$1,250,000”.

In item 1444 of such table, strike “\$20,000,000” and insert “\$25,000,000”.

In item 486 of such table, strike “\$2,500,000” and insert “\$5,500,000”.

In item 2700 of such table, strike “\$1,400,000” and insert “\$2,400,000”.

In item 359 of such table, strike “\$8,000,000” and insert “\$10,000,000”.

In item 1793 of such table, strike “\$10,650,000” and insert “\$13,900,000”.

In item 1943 of such table, strike “\$7,000,000” and insert “\$8,000,000”.

In item 2017 of such table, strike “\$2,500,000” and insert “\$8,000,000”.

In item 254 of such table, strike “\$2,000,000” and insert “\$2,500,000”.

In item 2685 of such table, strike “\$10,000,000” and insert “\$15,000,000”.

In item 2442 of such table, strike “\$10,000,000” and insert “\$15,000,000”.

In item 2443 of such table, strike “\$700,000” and insert “\$800,000”.

In item 878 of such table, strike “\$2,500,000” and insert “\$4,000,000”.

In item 3004 of such table, strike “\$2,500,000” and insert “\$4,000,000”.

In item 1583 of such table, strike “Construct railroad overpass spanning three mile section of SR501 from MP 0 and MP 3” and insert “Improve NE 10th Avenue in Vancouver”.

In item 1423 of such table, strike “\$10,000,000” and insert “\$12,854,000”.

In item 2756 of such table, strike “\$1,000,000” and insert “\$2,000,000”.

In item 744 of such table, strike “\$3,500,000” and insert “\$4,500,000”.

In item 1212 of such table, strike “\$1,354,000” and insert “\$2,000,000”.

In item 2095 of such table, strike “Improve Willapa Hills bicycle and pedestrian trail between Rainbow Falls State Park and Adna” and insert “Improve Willapa Hills bicycle and pedestrian trail between Chehalis and Pacific County” and strike “\$200,000” and insert “\$700,000”.

In such table, strike item 922.

In item 2152 of such table, strike “\$500,000” and insert “\$600,000”.

In item 2969 of such table, strike “\$200,000” and insert “\$250,000”.

In item 2110 of such table, strike “\$4,300,000” and insert “\$5,000,000”.

In item 1103 of such table, strike “\$11,350,000” and insert “\$12,000,000”.

In item 249 of such table, strike “\$1,000,000” and insert “\$3,000,000”.

In item 2925 of such table, strike “\$2,000,000” and insert “\$4,000,000”.

In item 901 of such table, strike “\$2,000,000” and insert “\$4,000,000”.

In item 1970 of such table, strike “\$3,300,000” and insert “\$4,000,000”.

In item 2359 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item 853 of such table, strike “\$3,000,000” and insert “\$3,500,000”.

In item 1871 of such table, strike “\$5,000,000” and insert “\$7,000,000”.

In item 429 of such table, strike “\$10,000,000” and insert “\$11,000,000”.

In item 3244 of such table, strike “\$5,000,000” and insert “\$7,000,000”.

In item 2606 of such table, strike “\$6,000,000” and insert “\$10,000,000”.

In item 1214 of such table, strike “\$5,200,000” and insert “\$6,200,000”.

In item 2794 of such table, strike “\$9,000,000” and insert “\$10,000,000”.

In item 2478 of such table, strike “\$4,500,000” and insert “\$5,700,000”.

In item 2462 of such table, strike “\$1,000,000” and insert “\$1,500,000”.

In item 1198 of such table, strike “Highway Improvements in Liberty Corridor” and insert “Transportation Improvements in Liberty Corridor”.

In item 759 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 114” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS Q14”.

In item 552 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 200” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS Q200”.

In item 1382 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 124” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS K124”.

In item 203 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 277” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS K277”.

In item 2553 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 81” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS X81”.

In item 1897 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of IS 194” and insert “Install Improvements for Pedestrian Safety including in the vicinity of IS X194”.

In item 1071 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of IS 72/PS 69” and insert “Install Improvements for Pedestrian Safety including in the vicinity of IS R72/PS R69”.

In item 879 of such table, strike “Install Improvements for Pedestrian Safety in the vicinity of PS 153” and insert “Install Improvements for Pedestrian Safety including in the vicinity of PS Q153”.

In item 1507 of such table, strike “\$50,000” and insert “\$550,000”.

In item 2181 of such table, strike “Queens and Brooklyn County Graffiti Elimination Program including Kings Highway from Ocean Parkway to McDonald Avenue” and insert “Queens, Bronx, and Kings, and Richmond County Graffiti Elimination Program including Kings Highway from Ocean Parkway to McDonald Avenue” and strike “\$4,000,000” and insert “\$6,250,000”.

In item 2092 of such table, strike “\$300,000” and insert “\$1,300,000”.

In item 221 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 2129 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 2592 of such table, strike "\$8,000,000" and insert "\$10,000,000".

In item 2960 of such table, strike "\$2,500,000" and insert "\$5,000,000".

In item 756 of such table, strike "\$2,000,000" and insert "\$2,700,000".

In item 431 of such table, strike "\$2,000,000" and insert "\$2,300,000".

In item 2012 of such table, strike "\$750,000" and insert "\$1,000,000".

In item 1147 of such table, strike "\$900,000" and insert "\$1,000,000".

In item 2134 of such table, strike "\$11,150,000" and insert "\$12,000,000".

In item 2625 of such table, strike "\$2,850,000" and insert "\$4,000,000".

In item 3154 of such table, strike "\$4,800,000" and insert "\$6,000,000".

In item 1495 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 1978 of such table, strike "\$1,750,000" and insert "\$3,000,000".

In item 2326 of such table, strike "\$2,850,000" and insert "\$5,000,000".

In item 3087 of such table, strike "\$4,750,000" and insert "\$5,000,000".

In item 2458 of such table, strike "\$5,700,000" and insert "\$6,000,000".

In item 1859 of such table, strike "\$3,700,000" and insert "\$5,700,000".

In item 1820 of such table, strike "\$3,700,000" and insert "\$4,700,000".

In item 2531 of such table, strike "\$1,000,000" and insert "\$2,000,000".

In item 563 of such table, strike "Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion" and insert "Improvement of intersection at Aviation Blvd. and Rosecrans Ave. to reduce congestion, City of Hawthorne".

In item 2024 of such table, strike "Realignment of La Brea Avenue to reduce congestion" and insert "Realignment of La Brea Avenue to reduce congestion, City of Inglewood".

In item 2906 of such table, strike "Improvement of intersection at Inglewood Ave and Marine Ave to reduce congestion" and insert "Improvement of intersection at Inglewood Ave and Marine Ave to reduce congestion, City of Lawndale".

In item 1892 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 2040 of such table, strike the project description and insert "For US Rt. 30 intersection signals, turn and declaration lanes between Williams St. and IL Rt 43 incl. 80th Ave., Wolf Rd, Lincoln Way HS and Locust St., and also strike "\$6,000,000" and insert "\$7,000,000".

In item 2410 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item 2789 of such table, strike "\$3,000,000" and insert "\$3,500,000".

In item 110 of such table, strike "Intersection improvements at Highland and Bishop Roads in the City of Highland Heights, OH" and insert "Construct Highland Road pedestrian path and intersection improvements at Highland and Bishop Roads in the City of Highland Heights, OH".

In item 2893 of such table, strike "\$5,000,000" and insert "\$6,500,000".

In item 3247 of such table, strike "\$5,000,000" and insert "\$8,000,000".

In item 405 of such table, strike "\$3,000,000" and insert "\$6,500,000".

In item 1026 of such table, strike "\$6,400,000" and insert "\$7,150,000".

In item 1034 of such table, strike "I-76" and insert "I-78".

In item 1099 of such table, strike "\$6,400,000" and insert "\$7,150,000".

In item 1149 of such table, strike "\$12,300,000" and insert "\$14,300,000".

In item 1156 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item 1246 of such table, strike "\$400,000" and insert "\$500,000".

In item 1320 of such table, strike "\$500,000" and insert "\$650,000".

In item 1332 of such table, strike "I-10" and insert "I-49".

In item 1348 of such table, strike "\$2,000,000" and insert "\$5,000,000".

In item 1385 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 1478 of such table, strike "\$5,600,000" and insert "\$15,550,000".

In item 1508 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 1548 of such table, strike "\$2,000,000" and insert "\$2,700,000".

In item 181 of such table, strike "\$7,700,000" and insert "\$8,700,000".

In item 1832 of such table, strike "\$3,750,000" and insert "\$4,250,000".

In item 194 of such table, strike "\$375,000" and insert "\$425,000".

In item 2004 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item 2038 of such table, strike "\$6,000,000" and insert "\$7,000,000".

In item 207 of such table, strike "\$15,000,000" and insert "\$17,000,000".

In item 2126 of such table, strike "\$400,000" and insert "\$500,000".

In item 2139 of such table, strike "\$2,350,000" and insert "\$3,850,000".

In item 2211 of such table, strike "\$4,480,000" and insert "\$6,480,000".

In item 2231 of such table, strike "Teir" and insert "Tier".

In item 2303 of such table, strike "Rebuild Yakima Highway within city limits of Sunnyside, WA" and insert "Cultural & Interpretive Center (Hanford Reach National Monument) facility, Richland, WA".

In item 2425 of such table, strike "\$5,000,000" and insert "\$2,000,000".

In item 2580 of such table, strike "\$1,400,000" and insert "\$1,500,000".

In item 2627 of such table, strike "\$14,000,000" and insert "\$16,000,000".

In item 2656 of such table, strike "\$9,000,000" and insert "\$9,750,000".

In item 2795 of such table, strike "Construct I-66 east of Somerset, Kentucky in Pulaski County to I-75 at London, Kentucky" and insert "Construct Northern Bypass of Somerset, KY and I-66 from the Cumberland Parkway west of Somerset, KY to I-75 south of London, KY" and strike "\$7,000,000" and insert "\$35,000,000".

In item 2984 of such table, strike "\$3,120,000" and insert "\$1,800,000".

In item 2997 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item 3001 of such table, strike "\$725,000" and insert "\$750,000".

In item 3007 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item 3034 of such table, strike "\$1,500,000" and insert "\$2,800,000".

In item 3040 of such table, strike "\$8,000,000" and insert "\$18,000,000".

In item 3071 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item 3141 of such table, strike "\$4,200,000" and insert "\$3,500,000".

In item 3166 of such table, strike "from mile post 117.5 to milepost 118.5".

In item 317 of such table, strike "\$1,210,000" and insert "\$3,210,000".

In item 3208 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item 3228 of such table, strike "\$5,600,000" and insert "\$13,900,000".

In item 3236 of such table, strike "\$400,000" and insert "\$100,000".

In item 3270 of such table, strike "\$14,000,000" and insert "\$35,000,000".

In item 351 of such table, strike "\$6,000,000" and insert "\$8,000,000".

In item 470 of such table, strike "NY", "Rehabilitation of Bay Ridge 86th Street Subway Station, Brooklyn, NY", and strike "\$2,000,000" and insert "SC", "Widen 8 miles of S-83 (Hardscrabble Road) from intersection with SC Route 555 (Farrow Road) to Road S-54 (Langford Road)", and "\$2,000,000".

In item 571 of such table, strike "\$475,000" and insert "\$500,000".

In item 621 of such table, strike "\$4,000,000" and insert "\$5,000,000".

In item 712 of such table, strike "KY", "Construct North Somerset Bypass in Pulaski County from Nunn Parkway to KY80", and strike "\$7,000,000" and insert "CA", "The Alameda Corridor SR 47 Port Access Expressway design funding", and "\$5,000,000".

In item 747 of such table, strike "\$5,000,000" and insert "\$6,000,000".

In item 789 of such table, strike "\$2,000,000" and insert "\$4,000,000" and strike "Reroute State Hwy 11 near Burlington, WI (Kenosha County, WI)" and insert "Reroute State Hwy 11 near Burlington, WI (Walworth and Racine Counties, WI)".

In item 982 of such table, strike "\$14,000,000" and insert "\$16,000,000".

Strike all the text of item 1438 of such table and insert "NC", "Eliminate highway-railway crossings in the city of Fayetteville, NC", and "\$1,000,000".

Strike all the text of item 3138 and insert "KS", "Elimination of highway-railway crossings at the city of Pittsburg Port Authority to increase safety and reduce congestion", and "\$5,730,000".

Strike the contents of item number 2733 and insert "FL", "Construct reliever road to SR A-1-A in the City of Deerfield Beach beginning at A-1-A/Hillsboro Blvd. and ending at A-1-A/N.E. 2nd Street" and "\$1,000,000" in the respective columns.

Strike the contents of item number 1487 and insert "FL", "Widen State Road 80, Hendry County", and "\$1,000,000", in the respective columns.

Strike the contents of item 1217 and insert "IL", "Transportation Enhancement and road improvements necessary for Downtown Plaza improvements in Jacksonville, IL", and "\$952,572" in the respective columns.

Strike the contents of item 470 and insert "GA", "The Carrollton Greenbelt Project, City of Carrollton, Georgia", and "\$350,000" in the respective columns.

In item 2155 of such table, strike "\$14,000,000" and insert "\$44,250,000".

In item 1810 of such table, strike "\$1,000,000" and insert "\$7,120,745".

In item 1969 of such table, strike "\$1,000,000" and insert "\$1,500,000".

In item 2181 of such table, strike "\$4,000,000" and insert "\$6,250,000".

In item number 3202 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item number 978 of such table, strike "\$1,800,000" and insert "\$2,500,000".

In item number 1249 of such table, strike "\$600,000" and insert "\$2,000,000".

In item number 2066 of such table, strike "\$1,500,000" and insert "\$3,400,000".

In item number 2799 of such table, strike "\$1,500,000" and insert "\$2,000,000".

In item number 2244 of such table, strike "\$2,000,000" and insert "\$4,000,000".

In item number 685 of such table, strike "\$1,500,000" and insert "\$3,000,000".

In item number 370 of such table, strike "demolishing existing elevated road over park".

In item 2974 of such table, strike the first comma and insert a comma after "Chester".

In item 2019 of such table, strike the project description and dollar amount and insert "Traffic mitigation on Bridge Street and Maple Avenue, Florida, NY" and "\$150,000", respectively.

In item 1278 of such table, strike the project description and dollar amount and insert “Land acquisition and improvements on Louisa Street, Peekskill, NY”, “\$925,000”, respectively.

In item 1870 of such table, strike the project description and dollar amount and insert “Improvements and upgrades on Main Street, Beekman, NY”, and “\$200,000”, respectively.

In item 2652 of such table, strike “Improve SR1023 from US 70 Business to US 301 in Smithfield” and insert “Improve SR 1923 from US 70 Business to US 301 Smithfield”.

In item 1311 of such table, strike “Construct Farmington Canal Greenway enhancements, New Haven and Hamden” and insert “Construct Farmington Canal Greenway, City of New Haven and Hamden”.

In item 1672 of such table, strike “Reconstruct Waterfront Street Corridor, New Haven” and insert “Reconstruct Waterfront Street Corridor, City of New Haven”.

In item 1570 of such table, strike “Construct bike/pedestrian path, Shelton” and insert “Construct Housatonic Riverwalk, Shelton”.

In item 2135 of such table, strike “\$3,000,000” and insert “\$2,000,000”.

In item 1250 of such table, strike “\$3,000,000” and insert “\$1,500,000”.

In item 3314 of such table, strike “\$3,000,000” and insert “\$37,000,000”.

In item 2158 of such table, strike “\$8,000,000” and insert “\$5,000,000”.

In item 864 of such table, strike “Improvements for intersections heavily traveled through which include Beaverton Hillsdale Hwy Scholls Ferry and Oleson, Beaverton” and insert “I-5/99W connector”.

At the end of such table, add the following:

High Priority Projects

No.	State	Project Description	Amount
3316	TX	Reconstruct Union Pacific Railroad bridge over widened Business US 287	\$1,000,000
3317	AK	Anchorage Traffic Congestion Relief	\$10,000,000
3318	VA	Expansion of Battlefield Parkway from East Market Street at Route 7 to Sycolin Road, S.E.	\$2,000,000
3319	OR	Construction of the I-84, US 395 Stanfield Interchange Improvement Project	\$2,000,000
3320	IN	Design and reconstruct residential streets in the City of Muncie, Indiana	\$930,000
3321	CA	Improvement of Main Street – Shenandoah Road/SR-49 Intersection, Plymouth	\$1,000,000
3322	SD	Design and construct new Meridian Bridge across the Missouri River south of Yankton, South Dakota.	\$4,000,000
3323	AK	Earthwork and roadway construction Gravina Access Project	\$48,000,000
3324	GA	Improvement and construction of SR 40 from east of St. Marys cutoff at mile post 5.0, Charlton County to County Route 61, Camden County, Georgia	\$1,000,000
3325	NJ	Route 22 Sustainable Corridor Plan	\$3,750,000
3326	OR	Hood River, OR, Frontage Road Crossing Project	\$500,000
3327	GA	Construct and Improve Westside Parkway, Northern Section, in Fulton County	\$2,000,000
3328	CNMI	Planning design and construction of East Coast Highway/Route 36, Saipan	\$12,000,000
3329	GA	Widen SR 133 from Spence Field to SR 35 in Colquitt County, Georgia	\$1,000,000
3330	FL	West Palm Beach, Florida, Flagler Drive Reconfiguration	\$1,000,000
3331	FL	Implement Snake Road (BIA Route 1281) Widening and Improvements	\$1,000,000
3332	NY	Reconstruction of Portland Ave. from Rochester City line to Titus Ave in Irondequoit, NY	\$3,000,000
3333	FL	Alleviate congestion at Atlantic Corridor Greenway Network, City of Miami Beach, FL	\$500,000
3334	NM	Development of the Paseo del Volcan corridor equally split between Sandoval County from Iris Road to US Highway 550 and the I-40 Paseo del Vulcan Interchange	\$2,000,000
3335	WA	SR 704 Cross-Base Highway, Spanaway Loop Road to SR 7	\$5,000,000
3336	CA	Restoration of Victoria Avenue in the City of Riverside, CA	\$500,000
3337	MN	I-494 Lane Addition	\$2,000,000
3338	GA	Uptown Jogging, Bicycle, Trolley Trail, Columbus Georgia	\$500,000
3339	CA	Study and construct highway alternatives between Orange and Riverside Counties, directed by RCTC, working with local transp. authorities, and guided by the current MIS	\$15,750,000
3340	OH	Rehabilitation or replacement of highway-rail grade separations along the West Central Ohio Port Authority route in Champaign and Clark Counties	\$300,000
3341	FL	Improvements to I-75 in the City of Pembroke Pines, Florida	\$2,250,000
3342	LA	Construction of new interchange Causeway at Earhart-LA 3139	\$1,800,000
3343	GA	Construction of infrastructure for inter-parcel access, median upgrades, lighting, and beautification along Highway 78 corridor	\$500,000
3344	MI	Design, Right-of-Way and Construction of the I-196 Chicago Drive (Baldwin Street) Interchange Modification, Michigan	\$3,000,000
3345	VA	I-66 and Route 29 Gainesville Interchange Project	\$7,000,000
3346	FL	SR 688 Ulmerton Road Widening (Lake Seminole Bypass Canal to El Centro Ranchero)	\$10,000,000
3347	OK	Navajoe Gateway Improvements Project, U.S. 62 in Altus, OK	\$1,000,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3348	NV	Construction of Carson City Freeway	\$1,000,000
3349	TN	Upgrade lights and gates and motion sensor controlling circuitry at the highway rail grade crossing located on Wenasoga Road/FAS 8224, Middleton, TN	\$200,000
3350	WV	Construct connector road from north end of RHL Boulevard to State Route 601 (Jefferson Road)	\$750,000
3351	NY	Construct Siena College campus perimeter road, Loudonville, NY	\$1,000,000
3352	AL	Construct additional lanes on SR 77 from Southside, Alabama to Green Valley Road	\$1,700,000
3353	TX	Environmental mitigation related to the SH 195 project and related improvements in Williamson County that had adverse effects on the Karst cave system	\$2,000,000
3354	AL	The City of Calera, Alabama—Northern Bypass Segment (U.S. Highway 31 to Alabama State Highway 25)	\$6,800,000
3355	WA	Construct a single point urban interchange (SPUI) under I-5 at South 272nd St	\$1,350,000
3356	IN	Reconstruct bridges at County Roads 200E and 300E in LaPorte County, Indiana	\$500,000
3357	MI	Widen and Reconstruct Walton Blvd in Auburn Hills from Opdyke to Squirrel Rd	\$7,400,000
3358	GA	Commission a study and report regarding the construction and designation of a new Interstate linking Savannah, Augusta, & Knoxville	\$300,000
3359	TX	Construct pedestrian and bicycle amenities on Seawall Blvd Galveston, Tx	\$3,000,000
3360	CA	Pedestrian Beach Trail in San Clemente, CA	\$1,000,000
3361	TX	US 90—Construct 6 mainlanes from east of Mercury to east of Wallisville	\$2,000,000
3362	PA	Construct highway safety and capacity improvements to improve the access to the KidsPeace Broadway Campus	\$900,000
3363	GA	GA 400 and McGinnis Ferry Road Interchange, Forsyth County, GA	\$900,000
3364	GA	Construction of bypass around town of Hiram, from SR 92 to US 278, Paulding County, Georgia	\$500,000
3365	GA	Construct US 411 Connector from US 41 to I-75, Bartow County, Georgia	\$1,000,000
3366	TX	Construct access road connecting Port of Beaumont property on east bank of Neches River to I-10 access road east of the Neches River	\$1,320,000
3367	MD	US 220/MD 53 North-South Corridor	\$1,000,000
3368	FL	Acquire Right-of-Way for Ludlam Trail, Miami, Florida	\$250,000
3369	NY	Construct Northern State Parkway and LIE access at Marcus Ave. and Lakeville Rd. and associated Park and Ride.	\$1,700,000
3370	PA	Construct interim US 422 improvements at Valley Forge river crossing	\$1,000,000
3371	NY	Design and construction of Renaissance Square in Rochester, NY	\$2,000,000
3372	AL	Alabama Hwy 36 Extension and Widening—Phase II	\$300,000
3373	PA	Northfield site roadway extension from Rte 60 to Industrial Park near the Pittsburgh International Airport	\$500,000
3374	OH	Plan and construct pedestrian trail along the Ohio and Erie Canal Towpath Trail in downtown Akron, OH	\$950,000
3375	TX	Reconstruct I-30 Trinity River Bridge—Dallas, TX	\$34,000,000
3376	TX	Reconstruct I-30 Trinity River Bridge—Dallas, TX	\$1,000,000
3377	GA	Construction of interchange on I-985 north of SR-13, Hall County Georgia	\$1,000,000
3378	TX	Construction of circulation roadway at Galveston cruise ship terminal	\$1,500,000
3379	FL	Temple Terrace Highway Modification	\$1,000,000
3380	WY	Burma Rd: Extension from I-90 to Lakeway Rd	\$2,000,000
3381	NJ	Construct Western Blvd. extension from Northern Blvd to S.H. Rt. 9, Ocean County, NJ	\$4,000,000
3382	FL	Powerline Rearvision motor carrier backover motor carrier safety research	\$100,000
3383	NH	Environmental mitigation at Sybiak Farm in Londonderry to offset effects of I-93 improvements	\$1,500,000
3384	MI	East Grand River Improvements, Brighton Township, Michigan	\$2,000,000
3385	KY	Replace Brent Spence Bridge, Kenton County, Kentucky	\$2,000,000
3386	TX	Construction of projects that relieve congestion in and around the Texas Medical Center complex	\$12,000,000
3387	CA	Hazel Avenue ITS Improvements, Folsom Blvd. to Placer County	\$500,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3388	FL	SR 688 Ulmerton Road widening (west of 38th street to west of I275)	\$10,000,000
3389	NH	Environmental mitigation at Crystal Lake in Manchester to offset effects of I-93 improvements	\$1,900,000
3390	VA	Widening I-95 between rte 123 and Fairfax County Parkway	\$1,000,000
3391	PA	Armstrong County, PA Slatelick Interchange for PA 28 at SR 3017	\$2,400,000
3392	OK	Reconstruct the I-44-Ft. Still Key Gate Interchange	\$1,000,000
3393	GA	Greene County, Georgia conversion of I-20 and Carey Station Road overpass to full interchange	\$2,000,000
3394	OH	Upgrade overpass and interchange at US 24 and SR 66 in the City of Defiance	\$1,000,000
3395	NE	Interstate 80 Interchange at Pflug Road, Sarpy County, Nebraska	\$1,000,000
3396	FL	Conduct planning and engineering for SR70 widening in Hardee, DeSoto and Okeechobee Counties	\$500,000
3397	VA	Catholic Bridge Protection for Veterans Memorial Bridge and the Berkely Bridge in the Commonwealth of Virginia	\$700,000
3398	IN	Reconstruct McClung Road from State Road 39 to Park Street in LaPorte, Indiana	\$750,000
3399	OH	Riversouth Street Network Improvements in Columbus	\$3,000,000
3400	GA	National Infantry Museum Transportation Network, Georgia	\$3,750,000
3401	AK	Wideband multimedia mobile emergency communications pilot project Wasilla, Alaska	\$5,000,000
3402	MD	Widen road and improve interchanges of I-81 from south of I-70 to north of Halfway Boulevard	\$1,000,000
3403	TX	Expansion of US 385 4 lane divide south of Crane to McCarney	\$2,000,000
3404	VA	Old Mill Road Extension	\$1,000,000
3405	GA	Commission a study & report regarding construction & designation of a new Interstate linking Augusta, Macon, Columbus, Montgomery, & Natchez	\$300,000
3406	CO	Improvements on US 36 corridor from I-25 to Boulder. Improvements include interchange and overpass reconstruction	\$2,000,000
3407	AZ	Design and construct bridge and roadway approaches across Tonto Creek at Sheeps Crossing south of Payson, AZ	\$3,000,000
3408	NE	Missouri River Bridges between US 34, I-29 in Iowa and US 75 in Nebraska	\$2,500,000
3409	NY	Reconstruct—Orangeport Road from NYS Rte 31 to Slayton Settlement Road—Niagara County, NY	\$850,000
3410	TN	Construct sound-walls between I-65 and Harding Place in Davidson County	\$830,000
3411	ID	Reconstruct and Realign SH-55 in Idaho between Mileposts 94 and 102	\$2,000,000
3412	FL	Pinellas Countywide Intelligent Transportation System—phase 2	\$10,000,000
3413	OK	Realignment of US 287 around Boise City, OK	\$1,000,000
3414	FL	Replace Heckscher Drive (SR 105) Bridge across Broward River	\$2,000,000
3415	TX	FM 156 Road Relocation at Alliance Airport, Texas	\$1,000,000
3416	TX	Upgrade Caesar Chavez Boulevard from San Antonio Street to Brazos Street	\$3,000,000
3417	FL	Coral Way, SR 972 Highway Beautification, Phase One, Miami, Florida	\$500,000
3418	OR	Cascade Locks Marine Park Underpass to address necessary improvements	\$500,000
3419	NY	Reconstruction of East Genesee Street connective corridor to Syracuse University in Syracuse, NY	\$3,500,000
3420	IL	For Cook County to reconstruct and widen 127th Street between Smith Road and State Street in Lemont	\$450,000
3421	TN	Widen I-65 from SR-840 to SR-96, including interchange modification at Goose Creek Bypass, Williamson County	\$970,000
3422	CA	Auburn Boulevard Improvements, City of Citrus Heights	\$500,000
3423	LA	Bossier Parish Congestion Relief	\$3,000,000
3424	LA	Fund the 8.28 miles of the El Camino East-West Corridor along LA 6 from LA 485 near Robeline, LA to I-49	\$2,000,000
3425	FL	Bryan Dairy Road improvements from Starkey Road to 72nd Street	\$4,000,000
3426	GA	Buckhead Community Improvements to rehabilitate State Road141, including lane straightening, addition of median, installation of left turn bays at two intersections, addition of bicycle lanes, sidewalks, clear zones and landscape buffers	\$1,000,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3427	VA	Purchase specialized tunnel fire safety equipment, Hampton Roads	\$800,000
3428	MI	Holmes Road Reconstruction—From Prospect Road to Michigan Avenue, Charter Township of Ypsilanti	\$2,000,000
3429	TN	Construct a system of greenways in Nashville—Davidson County	\$1,000,000
3430	UT	Improve pedestrian and traffic safety in Holladay	\$2,000,000
3431	OH	Construction of road improvements from Richmond Road to Cuyahoga Community College, Warrensville Heights	\$1,350,000
3432	OH	Construct road with access to memorial Shoreway, Cleveland	\$1,000,000
3433	TX	North Cameron County East-West Railroad Relocation Project	\$100,000
3434	OR	Construct Pathway From Multimodal Transit Station to Swanson Park, Albany	\$520,000
3435	NY	Transportation Initiative to provide for a parking facility, in the vicinity of the Manhattan College Community	\$750,000
3436	NY	Phase II Corning Preserve Transportation Enhancement Project	\$6,000,000
3437	NY	Study of Goods movement through I-278 in New York City and New Jersey	\$1,500,000
3438	NY	Study and Implement Traffic Improvements to the area surrounding the Stillwell Avenue train station	\$1,000,000
3439	CA	Expand Diesel Emission Reduction Program of Gateway Cities COG	\$3,100,000
3440	TX	Construct pedestrian walkway on Houston Texas' Main Street Corridor	\$1,000,000
3441	CA	Sacramento County, California—Watt Avenue Multimodal Mobility Improvements, Kiefer Boulevard to Fair Oaks Boulevard.	\$4,000,000
3442	NJ	Passaic River—Newark Bay Restoration and Pollution Abatement Project, Route 21	\$400,000
3443	NJ	Downtown West Orange streetscape and traffic improvement program.	\$300,000
3444	NY	High-Speed EZ pass at the New Rochelle Toll Plaza, New Rochelle	\$1,000,000
3445	TX	Access to Regional Multi-Modal Center—FM 1016 and SH 115	\$2,000,000
3446	AR	For acquisition and construction of an alternate transportation (pedestrian/bicycle) trail from East Little Rock to Pinnacle Mountain State Park	\$200,000
3447	MN	Construct 4th Street overpass grade separation crossing a BNSF Rail Road, City of Carlton	\$199,794
3448	TX	North Rail Relocation Project, Harlingen	\$2,000,000
3449	MN	Construct Pfeifer Road, remove 10 foot raised crossing, Twin Lakes Township	\$251,717
3450	MS	Safety improvements and to widen Hardy Street at the intersection of US 49 in Hattiesburg	\$800,000
3451	OH	Reconstruction of U.S. Route 20 and Ohio Route 113 (Center Ridge Road), Rocky River	\$500,000
3452	MN	Safety improvements to TH 169 between Virginia and Winton	\$23,400,000
3453	VA	Construct access road and roadway improvements to Chessie development site.	\$1,300,000
3454	NC	Acquisition of rail corridors for use as bicycle and pedestrian trails, Durham	\$2,000,000
3455	MN	TH 61 Reconstruction from 2.7 miles to 6.2 miles north of Tofte	\$10,067,000
3456	MN	Phase II/part II—CSAH 15 to East of Scenic Highway 7 (1.2 miles)	\$2,840,000
3457	MN	Reconstruction with some rehabilitation of roadway with storm water sewer system construction from eastern boundary of the Bois Forte Indian Reservation and ending at "T" intersection of roadway (3.5 miles)	\$1,000,000
3458	MS	Widen 4th Street in Hattiesburg	\$3,200,000
3459	NJ	Study of safe and efficient commercial multi-modal transportation systems serving the East Coast Port Complex.	\$500,000
3460	IL	Improve roads and enhance area in the vicinity of S. Archer Avenue and Midway Airport, Chicago	\$1,000,000
3461	IL	Construct Leon Pass overpass, Hodgkins	\$800,000
3462	IL	Undertake Streetscaping project on Harlem Avenue initiating from 71st Street to I-80, Cook County	\$4,000,000
3463	IL	Construct bike path, parking facility, and related transportation enhancement projects, North Riverside	\$2,000,000
3464	IL	Upgrade Roads, Summit	\$800,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3465	IL	Undertake streetscaping on Ridgeland Avenue, Oak Park Avenue, and 26th Street, Berwyn	\$800,000
3466	IL	Construct bike/pedestrian path and related facilities in Spring Rock Park, Western Springs	\$600,000
3467	SD	Extend the Sioux Falls Bike Trail to the Great Bear Recreation Area	\$1,200,000
3468	SD	Redesign T corner on BIA #2 5 miles SW of Kyle on the Pine Ridge Reservation	\$750,000
3469	SD	Extend bike trail in Pine Ridge to the SuAnne Big Crow Boys & Girls Center	\$250,000
3470	SD	Extend bicycle trail system in Aberdeen	\$8,000,000
3471	GA	City of Moultrie Streetscape Improvements, Phase III	\$750,000
3472	GA	Restore and renovate for historic preservation and museum the 1906 AB&A Railroad Building, Fitzgerald	\$500,000
3473	GA	Improve sidewalks, upgrade lighting, and add landscaping, Ocilla.	\$500,000
3474	GA	Improve sidewalks, upgrade lighting, and add landscaping, Newton County.	\$750,000
3475	GA	Improve sidewalks, upgrade lighting, and add landscaping, Monticello.	\$500,000
3476	GA	City of Sylvester Bicycle and Pedestrian Project.	\$500,000
3477	GA	Improve sidewalks, upgrade lighting, and add landscaping, Tifton.	\$750,000
3478	GA	Improve sidewalks and curbs on Wheeler Avenue and Carlos Avenues, Ashburn.	\$500,000
3479	GA	Improve sidewalks, upgrade lighting, and add landscaping, Jackson.	\$500,000
3480	CA	Construct traffic circle in San Ysidro at the intersection of Via de San Ysidro and West San Ysidro Boulevard, San Diego	\$300,000
3481	CA	Construct and resurface unimproved roads in the Children's Village Ranch and improve access from Children's Village Ranch to Lake Morena Drive, San Diego County	\$1,000,000
3482	CA	Project design and environmental assessment of widening and improving the interchange at "H" Street and I-5, Chula Vista, Chula Vista	\$2,700,000
3483	FL	Jacksonville International Airport Access Rd. to I-95, Jacksonville	\$2,000,000
3484	FL	Mathews Bridge Replacement, Jacksonville	\$1,000,000
3485	FL	Hecksher Bridge Replacement, Jacksonville	\$1,000,000
3486	FL	NE 3 Ave to NE 8th Ave Rd Reconstruction, Gainesville	\$1,000,000
3487	FL	University Ave to NE 8 Avenue Rd Reconstruction, Gainesville	\$2,000,000
3488	KY	Central Kentucky Multi Highway Preservation Project	\$2,300,000
3489	WV	Construct East Beckley Bypass, including \$500,000 for preliminary engineering and design of the Shady Spring connector (Route 3/Airport Road)	\$5,000,000
3490	WV	Construct I-73/74 High Priority Corridor, Wayne Co.	\$5,000,000
3491	KY	Construct Kidville Road (KY 974) Interchange at the Mountain Parkway, Clark County	\$1,700,000
3492	NY	Construction and improvements to Ridge Road, Lackawanna	\$500,000
3493	CA	Construction at I-580 and California SR 84 (Isabel Avenue) Interchange	\$2,500,000
3494	NY	Construction of and improvements to Amherst Street, Buffalo	\$200,000
3495	NY	Construction of and improvements to Grant Street, Buffalo	\$200,000
3496	NY	Construction of and improvements to Hertel Avenue, Buffalo	\$200,000
3497	NY	Construction of and improvements to Hopkins Street, Buffalo	\$200,000
3498	NY	Construction of and improvements to Main Street in the Town of Aurora	\$500,000
3499	NY	Construction of and improvements to McKinley Parkway, Buffalo	\$500,000
3500	NY	Construction of and improvements to Route 5 in the Town of Hamburg	\$500,000
3501	NY	Construction of and improvements to South Park Avenue and Lake Avenue in the Village of Blasdell	\$500,000
3502	NY	Construction of and improvements to South Park Avenue, Buffalo	\$200,000
3503	NY	Construction of Bicycle Path and Pedestrian Trail in City of Buffalo	\$800,000
3504	NY	Construction, redesign, and improvements to Fargo Street in Buffalo	\$2,000,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3505	TN	Improve existing two lane highway to a five lane facility on State Route 53 from South of I-24 to Near Parks Creek Road, Coffee County	\$5,500,000
3506	ME	Improve portions of Route 116 between Lincoln and Medway to bring road up to modern standard	\$3,500,000
3507	ME	Improve portions of Route 26 between Bethel and Oxford	\$1,000,000
3508	NY	Road improvements and signage in City of Lackawanna	\$500,000
3509	NJ	Belmont Ave Gateway Community Enhancement Project, Haledon	\$500,000
3510	TX	Conduct feasibility study for an off ramp on I-30 on to Hall Street for direct access to Baylor University Medical Center in Dallas.	\$1,000,000
3511	NJ	Livingston Pedestrian Streetscape Project along Mt. Pleasant and Livingston Avenues	\$900,000
3512	MD	MD4 at Suitland Parkway	\$5,000,000
3513	NJ	Pompton Lakes Downtown Streetscape	\$1,000,000
3514	PA	Street improvements along North Broad Street, Hatfield Borough	\$125,000
3515	PA	Street improvements to Old York Road, Jenkintown Borough	\$1,000,000
3516	PA	Street improvements to Ridge Pike and Joshua Road, Whitemarsh Township	\$800,000
3517	PA	Street improvements to Skippack Pike (Rte 73), Whitpain Township	\$600,000
3518	PA	Street Improvements, Upper Dublin Township	\$1,500,000
3519	PA	Street Improvements, Upper Gwynedd Township	\$375,000
3520	VA	Construct access road and roadway improvements to Chessie development site, Clifton Forge	\$1,300,000
3521	WA	Fruitdale and McGarigle Arterial Improvements Project in Sedro Woolley, Washington	\$950,000
3522	MS	Improve Ridge Road, Pearl River County	\$1,000,000
3523	MS	Port Bienville Intermodal Connector, Hancock County	\$3,000,000
3524	WA	Realign Airport Road/Springhetti Ave./Marsh Road in Snohomish County, Washington.	\$400,000
3525	LA	Widen I-10 in New Orleans	\$2,800,000
3526	UT	Widen Redwood Road from Saratoga Springs to Bangarter Highway in Utah County	\$1,000,000
3527	VA	Widen Rolfe Highway from near the intersection of Rolfe Highway and Point Pleasant Road to the Surry ferry landing approach bridge	\$500,000
3528	VA	Construct access road and roadway improvements to Chessie development site, Clifton Forge	\$1,300,000
3529	WA	Fruitdale and McGarigle Arterial Improvements Project in Sedro Woolley, Washington	\$950,000
3530	MS	Improve Ridge Road, Pearl River County	\$1,000,000
3531	MS	Port Bienville Intermodal Connector, Hancock County	\$3,000,000
3532	WA	Realign Airport Road/Springhetti Ave./Marsh Road in Snohomish County, Washington.	\$400,000
3533	LA	Widen I-10 in New Orleans	\$2,800,000
3534	UT	Widen Redwood Road from Saratoga Springs to Bangarter Highway in Utah County	\$1,000,000
3535	VA	Widen Rolfe Highway from near the intersection of Rolfe Highway and Point Pleasant Road to the Surry ferry landing approach bridge	\$500,000
3536	MA	Cambridge Bicycle Path Improvements	\$1,000,000
3537	OR	Capitalize Oregon Transportation Infrastructure Bank	\$3,998,000
3538	MA	Chelsea Roadway Improvements	\$2,000,000
3539	NY	Congestion reduction measures in Richmond County	\$2,000,000.00
3540	NJ	Construct Hudson River Waterfront Walkway over Long Slip Canal—Hoboken and Jersey City	\$1,000,000
3541	CA	Construct Illinois Street Bridge/Amador Street Connection and Improvements, San Francisco	\$4,000,000
3542	NY	Construct multi-modal facility in the vicinity of Brooklyn Childrens Museum	\$300,000.00
3543	NJ	Construct Parking Facility at McGinley Square in Jersey City	\$1,050,000
3544	OR	Construction of access road including sidewalks, bike lanes and railroad crossing from Highway 99W to industrial zoned property, Corvallis	\$814,000
3545	NY	Continuation of the public awareness program to the subcontracting entity which was funded under Section 1212(b) of PL 105-178 about infrastructure in Lower Manhattan.	\$500,000.00
3546	OR	Continue bridge repair project authorized under P.L. 105-178, Coos Bay	\$8,000,000
3547	NJ	Expand TRANSCOM Regional ITS System in NJ, NY, and CT	\$1,000,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3548	OR	Extend Willamette Valley Scenic Bikeway into Lane and Douglas Counties.	\$1,000,000
3549	NY	Graffiti Elimination Program in Riverdale neighborhood of Bronx County	\$500,000.00
3550	NY	Graffiti Elimination Program on Smith Street in Kings County	\$500,000.00
3551	OR	Great Street Trail Connection, Eugene	\$900,000
3552	NJ	Hudson County Fire & Rescue Department, North Bergen: Transportation Critical Incident Mobile Data Collection Device	\$1,200,000
3553	NJ	Hudson County Pedestrian Safety Improvements	\$1,000,000
3554	OR	Hwy. 199 Safety Improvements, Josephine County	\$3,104,000
3555	OR	Hwy. 99E/Geary Street Safety Improvements, Albany	\$1,002,000
3556	NY	Implement Improvements for Pedestrian Safety in Riverdale neighborhood of Bronx County	\$1,000,000.00
3557	WA	Improve Mill Plain Blvd between SE 172nd and SE 192nd in Vancouver	\$1,250,000
3558	WA	Improve signage along scenic highways in Clark, Skamania and Pacific counties	\$150,000
3559	OR	ITS Improvements to TripCheck, Oregon	\$1,200,000
3560	NJ	Jersey City 6th Street Viaduct Pedestrian and Bicycle Pathway Project	\$2,000,000
3561	OR	Middle Fork Willamette River Path, Springfield	\$3,000,000
3562	OR	OR 42 Hoover Hill Passing Lane, Winston	\$1,495,000
3563	OR	Pedestrian improvements including boardwalk extension and sidewalk construction, Port of Brookings Harbor	\$600,000
3564	NJ	Port Reading—Improvements to air quality through reduction of engine idling behind Rosewood Lane	\$800,000
3565	OR	Purchase communications equipment related to traffic incident management in Linn, Benton, Lane, Douglas, Coos, Curry and Josephine Counties.	\$10,000,000
3566	MA	Reconstruction of the I-95/Rte. 20 Interchange in Waltham	\$1,300,000
3567	NJ	Route 440 Rehabilitation and Boulevard Creation Project in Jersey City	\$1,250,000
3568	MA	Rutherford Avenue Improvements, Boston	\$1,000,000
3569	GA	SR 10/Peters Street/Olympic Drive interchange, Athens	\$3,000,000
3570	NY	Study and Improve Traffic Flow Around a New Stadium in Willets Point, Queens	\$3,000,000.00
3571	OR	To construct and enhance bikeway between Hood River and McCord Creek.	\$1,000,000
3572	NY	To construct greenway along East River waterfront between East River Park (ERP) and Brooklyn Bridge, and reconstruct South entrance to ERP, in Manhattan.	\$1,500,000.00
3573	OR	Transportation enhancements at Eugene Depot, Eugene	\$1,000,000
3574	OR	U.S. 101 Slide Repair, Curry County	\$5,800,000
3575	OR	U.S. Hwy. 20 and Airport Road Intersection Improvements, Lebanon	\$837,000
3576	IL	Upgrade 31st Street and Golfview Rd intersection and construct parking facilities, Brookfield	\$1,500,000.00
3577	NJ	Weehawken Baldwin Avenue Improvements	\$2,000,000
3578	WA	Widen SR 503 through Woodland	\$1,000,000
3579	OR	Widen to three lanes and add urban features to OR 42 from Lookingglass Creek to Glenhart, Winston	\$3,250,000
3580	NY	Bicycle and pedestrian safety improvements, Main Street, Riverhead	\$1,200,000
3581	IL	Construct extension of Queeny Avenue from IL Rt 3 to Hog Haven Road, St. Clair County	\$750,000
3582	NY	Construct improvements to NY Route 5 from Coast Guard Base to Ohio Street, including Fuhrmann Boulevard	\$1,000,000
3583	IL	Extend and Construct Concrete Corridor between IL Rt 13 to IL Rt 15, Centreville	\$1,000,000
3584	NY	Implement a roadway evacuation study for the South Shore of Long Island, Mastic	\$1,000,000
3585	NY	Improve Brooksite Dr. from NY 25/25A to Rt. 347, Smithtown	\$900,000
3586	NY	Improve Clover Ln. from Bay Ave to Bay Rd, hamlet of Brookhaven	\$270,000
3587	NY	Improve CR 80, Montauk Highway, Village of Patchogue	\$600,000
3588	NY	Improve Dare Rd from Old Town Rd to Rt. 25, Selden	\$440,000
3589	NY	Improve Hospital Road Bridge between CR99 and CR101, Patchogue	\$690,000
3590	NY	Improve intersection of Old Dock and Church Street, Kings Park	\$120,000
3591	NY	Improve Maple Avenue in Smithtown	\$150,000

High Priority Projects—Continued

No.	State	Project Description	Amount
3592	NY	Improve Old Town Rd from Rt 347 to Slattery Rd, Setauket	\$420,000
3593	NY	Improve Old Willets Path from NY 454 to Rabro Dr., Smithtown	\$1,500,000
3594	NY	Improve Pipe Stave Hollow Rd. to Harbor Beach Rd., Miller Place	\$250,000
3595	IL	Reconstruction and Improvement of North Lincoln Ave, O'Fallon	\$1,970,000
3596	IL	Reconstruction of 20th Street, Granite City	\$1,500,000
3597	IL	Road Alignment from Caseyville Road to Sullivan Drive, Swansea	\$1,125,000
3598	NY	Road Improvements Hamlet of Medford, Town of Brookhaven	\$500,000
3599	NY	Road improvements, Hamlet of Gordon Heights, Town of Brookhaven	\$430,000
3600	NY	Road improvements, Village of Patchogue	\$1,500,000
3601	NY	Roadway improvements, hamlet of Mastic Beach	\$400,000
3602	IL	Widening Fullerton Road from Metrolink to IL Rt 159, Swansea	\$880,000
3603	NY	WLIU Public Radio Emergency and Evacuation Transportation Information Initiative, Southampton	\$1,130,000
3604	UT	Reconstruct 500 West, including pedestrian and bicycle access, in Moab	\$250,000
3605	PA	Construct improvements to Chambers Hill Road and Lindle Road (S.R. 441) at its intersections with Interstate 283 and Eisenhower Boulevard	\$1,000,000
3606	PA	Construct Regional Trail, Muhlenberg Township	\$750,000
3607	PA	Rail Crossing signalization upgrade, Bowers Road, Lyons Station, Berks County	\$206,300
3608	PA	Rail Crossing signalization upgrade at Hill Road, Township of Blandon, County of Berks	\$206,300
3609	PA	Safety improvements at Liberty Street intersection with PA Route 61 in W. Brunswick and N. Manheim Twp., Schuylkill County	\$1,905,700
3610	PA	Replace Stossertown Bridge (Main Street) over West Creek in Branch Township, Schuylkill County	\$500,000
3611	PA	Replace bridge over Little Mahantongo Creek at intersection of Hepler and Valley Roads in Upper Mahantongo Twp., Schuylkill County	\$250,000
3612	PA	Replace Union Street Bridge over Middle Creek in the borough of Tremont, Schuylkill County	\$500,000
3613	PA	Replace Burd St. Bridge over Amtrak and Norfolk Southern railroad tracks in the Borough of Roy-alton, Dauphin County	\$500,000
3614	PA	Hummelstown Borough, PA for intersection and pedestrian realignment and drainage.	\$2,000,000
3615	MN	City of Moorhead Southeast Main GSI 34th Street and I-94 interchange"	\$2,000,000
3616	MN	Paynesville Highway 23 Bypass	\$2,000,000
3617	AR	Construction of I-530 between Pine Bluff and Wilmer	\$40,000,000
3618	NY	Conduct study to develop regional transit strategy in Herkimer and Oneida counties	\$100,000
3619	NY	Improve Town weatherization capabilities on Tucker Drive, Poughkeepsie, NY	\$250,000
3620	NY	Bedell Road improvements, Poughkeepsie, NY	\$130,000
3621	NY	Land acquisition and improvements on Main Street, Beacon, NY	\$500,000
3622	NY	Construction of sidewalks in Sugar Loaf	\$100,000
3623	CT	I-84 Expressway Reconstruction from Waterbury to Southbury	\$1,500,000
3624	DC	Road and trail reconstruction and drainage improvements (APHCC)	\$600,000
3625	GA	Central Hall Recreation and Multi-Use Trail, Hall County, GA	\$2,000,000
3626	OH	Land acquisition for construction of pedestrian and bicycle trails at Mentor Marsh in Ohio	\$700,000
3627	OH	Design and construct road enhancements Andrews Road and Lakeshore Blvd in Mentor on-the-Lake, OH	\$300,000
3628	OH	Design and construct road enhancements Cleveland Port Authority in Cleveland, Ohio	\$2,500,000
3629	LA	Red River National Wildlife Refuge Visitor Center	\$3,000,000
3630	TN	For the advancement of project development activities for SR-33 from Knox County Line to SR-61 at Maynardville, TN	\$2,000,000
3631	CA	To convert a railroad bridge into a highway bridge spanning over the Feather River between Yuba City and Marysville	\$5,000,000

In item 49 of the table contained in section 3038 of the bill, strike “Hidalgo County, TX Regional Multi-Modal Center” and insert “Yonkers, NY Trolley Bus Acquisition” and strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$96,000”, “\$99,000”, and “\$105,000”, respectively.

In item 380 of such table, strike “Expand Diesel Emission Reduction Program of Gateway Cities COG” and insert “Columbiana County, OH Construct Intermodal Facility” and strike “\$992,000”, “\$1,023,000”, and “\$1,085,000” and insert “\$1,600,000”, “\$1,650,000”, and “\$1,750,000”, respectively.

In item 162 of such table, strike “Brownsville, TX Brownsville Ruban System City-Wide Transit Improvement Project” and insert “Brownsville, TX Brownsville Urban System City-Wide Transit Improvement Project” and strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$800,000”, “\$825,000”, and “\$875,000”, respectively.

In item 179 of such table, strike “Albany, OR Construct Pathway From Multimodal Transit Station to Swanson Park” and insert “Cleveland, OH Construct passenger intermodal center near Dock 32” and strike “\$166,400”, “\$171,600”, and “\$182,000” and insert “\$275,200”, “\$283,800”, and “\$301,000”, respectively.

In item 379 of such table, strike “Ramapo, NY Transportation Safety Field Command Center (TSFCC)” and insert “Ramapo, NY Transportation Safety Field Bus”.

In item 197 of such table, strike “Brooklyn, NY Brooklyn Children’s Museum” and insert “Brooklyn, NY Construct a multi-modal transportation facility”.

In item 343 of such table, strike “Brooklyn, NY Kings County Hospital Center” and insert “Kings County, NY Construct a multi-modal transportation facility”.

In item 408 of such table, strike “Brooklyn, NY SUNY Downstate Medical Center” and insert “Brooklyn, NY Construct a multi-modal transportation facility in the vicinity of Downstate Medical Center”.

In item 163 of such table, strike “\$2,240,000”, “\$2,310,000”, and “\$2,450,000” and insert “\$1,600,000”, “\$1,650,000”, and “\$1,750,000”.

In item number 351 of such table, amend the project description to read as follows: “Charlotte North Carolina—Eastland Community Transit Center”.

In item 341 of such table, insert “Foothill Transit” before “Park”.

In item 296 of such table, strike “\$960,000”, “\$990,000”, and “\$1,050,000” and insert “\$160,000”, “\$165,000”, and “\$175,000”, respectively.

In item 7 of such table, strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$1,920,000”, “\$1,980,000”, and “\$2,100,000”, respectively.

In item 97 of such table, strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$800,000”, “\$825,000”, and “\$875,000”, respectively.

In item 69 of such table, strike “\$2,080,000”, “\$2,145,000”, and “\$2,275,000” and insert “\$2,320,000”, “\$2,392,500”, and “\$2,537,500”, respectively.

In item 211 of such table, strike “\$2,880,000”, “\$2,970,000”, and “\$3,150,000” and insert “\$1,600,000”, “\$1,650,000”, and “\$1,750,000”, respectively.

In item 133 of such table, strike “\$800,000” for fiscal year 2006 and insert “\$1,290,000”.

In item 378 of such table, strike “and freight access”.

In item 389 of such table, strike “\$800,000”, “\$825,000”, and “\$875,000” and insert “\$960,000”, “\$990,000”, and “\$1,050,000”, respectively.

In item 61 of such table, strike “\$400,000”, “\$412,500”, and “\$437,500” and insert “\$480,000”, “\$495,000”, and “\$525,000”, respectively.

In item 89 of such table, strike “\$256,000”, “\$264,000”, and “\$280,000” and insert “\$296,000”, “\$305,250”, and “\$323,750”, respectively.

In item 33 of such table, strike “\$320,000”, “\$330,000”, and “\$350,000” and insert “\$480,000”, “\$495,000”, and “\$525,000”, respectively.

In item 141 of such table, strike “\$160,000”, “\$165,000”, and “\$175,000” and insert “\$320,000”, “\$330,000”, and “\$350,000”, respectively.

In item 26 of such table,—

(1) strike “Construct” and insert “Plan, design, and construct”; and

(2) strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$800,000”, “\$825,000”, and “\$875,000”, respectively.

In item 203 of such table,—

(1) insert “Construct” before “East Valley Metro Bus Facility”; and

(2) strike “\$1,600,000”, “\$1,650,000”, and “\$1,750,000” and insert “\$2,080,000”, “\$2,145,000”, and “\$2,275,000”, respectively.

In item 241 of such table, strike “\$160,000”, “\$165,000”, and “\$175,000” and insert “\$960,000”, “\$990,000”, and “\$1,050,000”, respectively.

In item 129 of such table, strike “\$640,000”, “\$660,000”, and “\$700,000” and insert “\$1,280,000”, “\$1,320,000”, and “\$1,400,000”, respectively.

In item 265 of such table, strike “\$160,000”, “\$165,000”, and “\$175,000” and insert “\$256,000”, “\$264,000”, and “\$280,000”, respectively.

In item 291 of such table, strike “\$800,000”, “\$825,000”, and “\$875,000”, and insert “\$920,000”, “\$948,750”, and “\$1,006,250”, respectively.

In item 385 of such table, insert “Norristown, PA-” at the beginning of the project description.

In item 72 of such table, strike “Hammond, Louisiana—Passenger Intermodal facility at Southern University” and insert “Hammond, Louisiana—Passenger Intermodal facility at Southeastern University”.

In item 233 of such table, strike “\$320,000”, “\$330,000”, and “\$350,000” and insert “\$960,000”, “\$990,000”, and “\$1,050,000”, respectively.

In item 111 of such table, strike “\$320,000”, “\$330,000”, and “\$350,000” and insert “\$640,000”, “\$660,000”, and “\$700,000”, respectively.

In item number 11 of such table, strike the project description and dollar amounts and insert “Development of Gold Country Stage Transit Transfer Center, Nevada County, CA” and “\$297,702”, “\$307,006”, and “\$325,612”, respectively.

In item number 56 of such table, strike the project description and dollar amounts and insert “Brooklyn, NY—Rehabilitation of Bay Ridge 86th Street Subway Station” and “\$1,280,000”, “\$1,320,000”, and “\$1,400,000”, respectively.

In item number 305 of such table, strike the project description and dollar amounts and insert “Roanoke, Virginia—Intermodal Facility” and “\$64,000”, “\$66,000”, and “\$70,000”, respectively.

In item 168 of such table, strike “Elizabeth, NJ Broad Street Streetscape Improvements and Bus Shelters” and insert “Eugene, OR Lane Transit District, Bus Rapid Transit Progressive Corridor Enhancements”, and strike “\$224,000”, “\$231,000”, and “\$245,000” and insert “\$960,000”, “\$990,000”, and “\$1,050,000”.

In item 100 of such table, strike the project description and dollar amounts and insert “State of Wisconsin buses and bus facilities” and “\$5,120,000”, “\$5,280,000”, and “\$5,600,000”, respectively.

In item 12 of such table, strike “\$320,000”, “\$330,000”, “\$350,000” and insert “\$576,000”, “\$594,000”, and “\$630,000”.

In item 273 of such table, strike “\$288,000”, “\$297,000”, and “\$315,000” and insert “\$400,000”, “\$412,500”, and “\$437,500”, respectively.

In item 106 of such table, strike “\$112,000”, “\$115,500”, and “\$122,500” and insert “\$224,000”, “\$231,000”, and “\$245,000”, respectively.

In item 304 of the such table, strike “\$75,000” and insert “\$2,500,000”.

In item 229 of the such table, strike “\$75,000” and insert “\$1,000,000”.

In item 284 of the such table, strike the project description and dollar amounts and insert “Cornwall, NY—Purchase Bus” and the following dollar amounts, respectively: “\$27,840”, “\$28,710”, and “\$30,450”.

In item 163 of such table, strike “Normal, Illinois—Multimodal Transportation Center” and insert “Normal, Illinois—Multimodal Transportation Center, including facilities for adjacent public and nonprofit uses”.

At the end of such table, add the following:

Project	FY 06	FY 07	FY 08
415. Purchase Buses and construct bus facilities in Broward County, FL.	\$480,000	\$495,000	\$525,000
416. Improve marine intermodal facilities in Ketchikan.	\$8,000,000	\$8,250,000	\$8,750,000
417. Indianapolis, Indiana—Childrens Museum Intermodal Center.	\$320,000	\$330,000	\$350,000
418. Windham, New Hampshire—Construction of Park and Ride Bus facility at Exit 3.	\$1,184,000	\$1,221,000	\$1,295,000
419. Brooklyn, NY—Rehabilitation of Bay Ridge 86th Street Subway Station.	\$640,000	\$660,000	\$700,000
420. Purchase Buses and construct bus facilities in Broward County, FL.	\$640,000	\$660,000	\$700,000
421. Bayamon, Puerto Rico—Purchase of Trolley Cars.	\$272,000	\$280,500	\$297,500

Project	FY 06	FY 07	FY 08
422. C Street Expanded bus facility and intermodal parking garage, Anchorage, AK.	\$1,600,000	\$1,650,000	\$1,750,000
423. Morris Thompson Cultural and Visitors Center intermodal parking facility, Fairbanks, AK.	\$800,000	\$825,000	\$875,000
424. Sharon, PA—Bus Facility Construction	\$160,000	\$165,000	\$175,000
425. CITC Non-profit Services Center intermodal parking facility, Anchorage, AK.	\$960,000	\$990,000	\$1,050,000
426. Abilene, TX Vehicle replacement and facility improvements for transit system.	\$128,000	\$132,000	\$140,000
427. Alaska Native Medical Center intermodal parking facility.	\$1,600,000	\$1,650,000	\$1,750,000
428. Butler, PA—Multimodal Transit Center Construction.	\$320,000	\$330,000	\$350,000
429. Normal, Illinois—Multimodal Transportation Center.	\$640,000	\$660,000	\$700,000
430. Rochester, New York—Renaissance Square transit center.	\$640,000	\$660,000	\$700,000
431. Erie, PA—EMTA Vehicle Acquisition ...	\$640,000	\$660,000	\$700,000
432. Miami-Dade County, Florida—buses and bus facilities.	\$1,280,000	\$1,320,000	\$1,400,000
433. Centralia, Illinois—South Central Mass Transit District Improvements.	\$128,000	\$132,000	\$140,000
434. Roanoke, VA—Bus restoration in the City of Roanoke.	\$80,000	\$82,500	\$87,500
435. Denver, Colorado—Regional Transportation District Bus Replacement.	\$640,000	\$660,000	\$700,000
436. Intermodal facility improvements at the Port of Anchorage.	\$8,000,000	\$8,250,000	\$8,750,000
437. American Village/Montevallo construction of closed loop Access Road, bus lanes and parking facility.	\$96,000	\$99,000	\$105,000
438. Corpus Christi, TX Corpus Regional Transit Authority for maintenance facility improvements.	\$800,000	\$825,000	\$875,000
439. Central Florida Commuter Rail intermodal facilities.	\$1,600,000	\$1,650,000	\$1,750,000
440. Ames, Iowa—Expansion of CyRide Bus Maintenance Facility.	\$640,000	\$660,000	\$700,000

In section 1101 of the bill, strike subsection (a) and insert the following:

(a) IN GENERAL.—The following sums are authorized to be appropriated from the Highway Trust Fund (other than the Mass Transit Account):

(1) INTERSTATE MAINTENANCE PROGRAM.—For the Interstate maintenance program under section 119 of title 23, United States Code, \$4,323,076,000 for fiscal year 2004, \$4,486,153,000 for fiscal year 2005, \$4,601,932,000 for fiscal year 2006, \$4,715,480,000 for fiscal year 2007, \$4,831,867,000 for fiscal year 2008, and \$4,951,164,000 for fiscal year 2009.

(2) NATIONAL HIGHWAY SYSTEM.—For the National Highway System under section 103 of that title, \$5,187,691,000 for fiscal year 2004, \$5,557,383,000 for fiscal year 2005, \$5,705,318,000 for fiscal year 2006, \$5,831,576,000 for fiscal year 2007, \$5,971,240,000 for fiscal year 2008, and \$6,111,396,000 for fiscal year 2009.

(3) BRIDGE PROGRAM.—For the bridge program under section 144 of that title, \$3,709,440,000 for fiscal year 2004, \$3,942,176,000 for fiscal year 2005, \$4,037,231,000 for fiscal year 2006, \$4,134,661,000 for fiscal year 2007, \$4,234,528,000 for fiscal year 2008, and \$4,336,891,000 for fiscal year 2009.

(4) HIGHWAY SAFETY IMPROVEMENT PROGRAM.—For the highway safety improvement program under sections 130 and 152 of that title, \$630,000,000 for fiscal year 2005, \$645,000,000 for fiscal year 2006, \$660,000,000 for fiscal year 2007, \$680,000,000 for fiscal year 2008, and \$695,000,000 for fiscal year 2009. Of such funds $\frac{1}{3}$ per fiscal year shall be available to carry out section 130 and $\frac{2}{3}$ shall be available to carry out section 152.

(5) SURFACE TRANSPORTATION PROGRAM.—For the surface transportation program under section 133 of that title, \$6,052,306,000 for fiscal year 2004, \$6,950,614,000 for fiscal year 2005, \$6,788,704,000 for fiscal year 2006,

\$6,947,672,000 for fiscal year 2007, \$7,110,614,000 for fiscal year 2008, and \$7,282,629,000 for fiscal year 2009.

(6) CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM.—For the congestion mitigation and air quality improvement program under section 149 of that title, \$1,469,846,000 for fiscal year 2004, \$1,521,592,000 for fiscal year 2005, \$1,559,257,000 for fiscal year 2006, \$1,597,863,000 for fiscal year 2007, \$1,637,435,000 for fiscal year 2008, and \$1,677,996,000 for fiscal year 2009.

(7) APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM PROGRAM.—For the Appalachian development highway system program under section 14501 of title 40, United States Code, \$460,000,000 for fiscal year 2004 and \$470,000,000 for each of fiscal years 2005 through 2009.

(8) RECREATIONAL TRAILS PROGRAM.—For the recreational trails program under section 206 of title 23, United States Code, \$53,000,000 for fiscal year 2004, \$70,000,000 for fiscal year 2005, \$80,000,000 for fiscal year 2006, \$90,000,000 for fiscal year 2007, \$100,000,000 for fiscal year 2008, and \$110,000,000 for fiscal year 2009.

(9) FEDERAL LANDS HIGHWAYS PROGRAM.—

(A) INDIAN RESERVATION ROADS.—For Indian reservation roads under section 204 of title 23, United States Code, \$325,000,000 for fiscal year 2004, \$365,000,000 for fiscal year 2005, \$390,000,000 for fiscal year 2006, \$395,000,000 for fiscal year 2007, \$420,000,000 for fiscal year 2008, and \$420,000,000 for fiscal year 2009.

(B) PARK ROADS AND PARKWAYS.—For park roads and parkways roads under section 204 of that title, \$170,000,000 for fiscal year 2004, \$185,000,000 for fiscal year 2005, \$200,000,000 for fiscal year 2006, \$215,000,000 for fiscal year 2007, \$225,000,000 for fiscal year 2008, and \$225,000,000 for fiscal year 2009.

(C) PUBLIC LANDS HIGHWAY.—For public lands highway under section 204 of that title, \$250,000,000 for fiscal year 2004, \$260,000,000 for fiscal year 2005, \$280,000,000 for fiscal year 2006, \$280,000,000 for fiscal year 2007, \$290,000,000 for fiscal year 2008, and \$300,000,000 for fiscal year 2009.

(D) REFUGE ROADS.—For refuge roads under section 204 of that title, \$20,000,000 for each of fiscal years 2004 through 2009.

(10) NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM.—For the national corridor infrastructure improvement program under section 1301 of this title, \$600,000,000 for fiscal year 2005, \$600,000,000 for fiscal year 2006, \$600,000,000 for fiscal year 2007, \$600,000,000 for fiscal year 2008, and \$600,000,000 for fiscal year 2009.

(11) COORDINATED BORDER INFRASTRUCTURE PROGRAM.—For the coordinated border infrastructure program under section 1302 of this title, \$200,000,000 for fiscal year 2005, \$200,000,000 for fiscal year 2006, \$200,000,000 for fiscal year 2007, \$200,000,000 for fiscal year 2008, and \$225,000,000 for fiscal year 2009.

(12) PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE PROGRAM.—For the projects of national and regional significance program under section 1304 of this title, \$1,100,000,000 for fiscal year 2005, \$1,100,000,000 for fiscal year 2006, \$1,200,000,000 for fiscal year 2007, \$1,300,000,000 for fiscal year 2008, and \$1,300,000,000 for fiscal year 2009.

(13) NATIONAL SCENIC BYWAYS PROGRAM.—For the national scenic byways program under section 162 of title 23, United States Code, \$30,000,000 for fiscal year 2004, \$40,000,000 for fiscal year 2005, \$45,000,000 for fiscal year 2006, \$55,000,000 for fiscal year 2007, \$55,000,000 for fiscal year 2008, and \$60,000,000 for fiscal year 2009.

(14) **DEPLOYMENT OF 511 TRAVELER INFORMATION PROGRAM.**—For the 511 traveler information program under section 1204(c)(7) of this title, \$6,000,000 for each of fiscal years 2005 through 2009.

(15) **HIGH PRIORITY PROJECTS PROGRAM.**—For the high priority projects program under section 117 of title 23, United States Code, \$2,496,450,000 for fiscal year 2005, \$2,244,550,000 for fiscal year 2006, \$2,143,250,000 for fiscal year 2007, \$2,192,450,000 for fiscal year 2008, and \$2,050,450,000 for fiscal year 2009.

(16) **FREIGHT INTERMODAL CONNECTOR PROGRAM.**—For the freight intermodal connector program under section 1303 of this title, \$421,000,000 for fiscal year 2005, \$421,000,000 for fiscal year 2006, \$421,000,000 for fiscal year 2007, \$421,000,000 for fiscal year 2008, and \$426,000,000 for fiscal year 2009.

(17) **HIGH RISK RURAL ROAD SAFETY IMPROVEMENT PROGRAM.**—For the high risk rural road safety improvement program under section 1403 of this title, \$105,000,000 for fiscal year 2005, \$110,000,000 for fiscal year 2006, \$120,000,000 for fiscal year 2007, \$125,000,000 for fiscal year 2008, and \$130,000,000 for fiscal year 2009.

(18) **PEDESTRIAN AND CYCLIST EQUITY—SAFE ROUTES TO SCHOOL PROGRAM.**—For the safe routes to school program under section 1120(a) of this title, \$175,000,000 for fiscal year 2005, \$200,000,000 for fiscal year 2006, \$200,000,000 for fiscal year 2007, \$200,000,000 for fiscal year 2008, and \$225,000,000 for fiscal year 2009.

In section 1103(a)(1) of the bill, strike the matter proposed to be inserted as section 104(a)(1) of title 23, United States Code, and insert the following:

“(1) **DEDUCTION FOR ADMINISTRATIVE EXPENSES.**—Whenever an apportionment is made of the sums made available for expenditure on the surface transportation program under section 133 for a fiscal year, the Secretary shall deduct \$390,000,000 for fiscal year 2004, \$365,000,000 for fiscal year 2005, \$395,000,000 for fiscal year 2006, \$395,000,000 for fiscal year 2007, \$395,000,000 for fiscal year 2008, and \$400,000,000 for fiscal year 2009.

In the matter proposed to be inserted as section 104(a)(2) of title 23, United States Code, by section 1103(a)(1) of the bill, strike “authorized to be appropriated” and insert “deducted”.

In section 1103(a) of the bill—

(1) insert “and” after the semicolon at the end of paragraph (1); and

(2) strike paragraphs (2) and (3) and insert the following:

(2) in paragraph (4) by striking “and the Federal Motor Carrier Safety Administration”.

In section 1103(d) of the bill—

(1) redesignate paragraphs (1) and (2) as paragraphs (2) and (3), respectively;

(2) insert before paragraph (2) (as so redesignated) the following:

(1) in subsection (b) by striking “set-aside authorized by subsection (f)” and inserting “set-asides authorized by subsections (f) and (m)”;

In section 1103 of the bill—

(1) redesignate subsections (d) and (e) as subsections (e) and (f) respectively; and

(2) insert after subsection (c) the following:

(d) **SET-ASIDES.**—Section 104 of such title is amended by adding at the end the following:

“(m) **SET-ASIDES.**—

“(1) **HIGHWAY USE TAX EVASION PROGRAM.**—Whenever an apportionment is made of the sums made available for expenditure on the National Highway System under section 103 for a fiscal year, the Secretary shall set aside for highway use tax evasion projects under section 143 of this title \$12,000,000 for fiscal year 2004, \$30,000,000 for fiscal year 2005, \$30,000,000 for fiscal year 2006, \$20,000,000 for fiscal year 2007, \$10,000,000 for fiscal year 2008, and \$7,000,000 for fiscal year 2009.

“(2) **COMMONWEALTH OF PUERTO RICO HIGHWAY PROGRAM.**—Whenever an apportionment is made of the sums made available for expenditure on the National Highway System under section 103 for a fiscal year, the Secretary shall set aside for the Commonwealth of Puerto Rico highway program under section 1214(r) of the Transportation Equity Act for the 21st Century (112 Stat. 209), \$115,000,000 for fiscal year 2004, \$125,000,000 for fiscal year 2005, \$130,000,000 for fiscal year 2006, \$130,000,000 for fiscal year 2007, \$140,000,000 for fiscal year 2008, and \$140,000,000 for fiscal year 2009.

“(3) **DEPLOYMENT OF MAGNETIC LEVITATION TRANSPORTATION PROJECTS.**—Whenever an apportionment is made of the sums made available for expenditure on the National Highway System under section 103 for a fiscal year, the Secretary shall set aside for carrying out section 1117 of the Transportation Equity Act: A Legacy for Users, relating to deployment of magnetic levitation transportation projects, \$15,000,000 for fiscal year 2005 and \$20,000,000 for each of fiscal years 2006 through 2009.

“(4) **CONGESTION PRICING PILOT PROGRAM.**—Whenever an apportionment is made of the sums made available for expenditure on the congestion mitigation and air quality improvement program under section 149 for a fiscal year, the Secretary shall set aside for the congestion pricing pilot program under section 1209 of the Transportation Equity Act: A Legacy for Users \$15,000,000 for fiscal year 2004, \$15,000,000 for fiscal year 2005, \$15,000,000 for fiscal year 2006, \$15,000,000 for fiscal year 2007, \$15,000,000 for fiscal year 2008, and \$15,000,000 for fiscal year 2009.

“(5) **HIGHWAYS FOR LIFE PROGRAM.**—Whenever an apportionment is made of the sums made available for expenditure on the Interstate maintenance program under section 119 for a fiscal year, the Secretary shall set aside for the Highways for LIFE program under section 1504 of the Transportation Equity Act: A Legacy for Users \$55,000,000 for fiscal year 2005 and \$60,000,000 for each of fiscal years 2006 through 2009.

“(6) **CONSTRUCTION OF FERRY BOATS AND FERRY TERMINAL FACILITIES.**—Whenever an apportionment is made of the sums made available for expenditure on the National Highway System under section 103 for a fiscal year, the Secretary shall set aside for construction of ferry boats and ferry terminal facilities under section 165 of this title \$60,000,000 for fiscal year 2004, \$70,000,000 for fiscal year 2005, \$75,000,000 for fiscal year 2006, \$75,000,000 for fiscal year 2007, \$75,000,000 for fiscal year 2008, and \$75,000,000 for fiscal year 2009.

“(7) **ITS DEPLOYMENT.**—Whenever an apportionment is made of the sums made available for expenditure on the surface transportation program under section 133 for a fiscal year, the Secretary shall set aside for carrying out sections 5208 and 5209 of the Transportation Equity Act for the 21st Century (112 Stat. 458; 112 Stat. 460), \$100,000,000 for each of fiscal years 2004 and 2005.

“(8) **SAFETY INCENTIVE GRANTS FOR USE OF SEAT BELTS.**—Whenever an apportionment is made of the sums made available for expenditure on the surface transportation program under section 133 for a fiscal year, the Secretary shall set aside for safety incentive grants for use of seat belts under section 157 of this title \$112,000,000 for each of fiscal years 2004 and 2005.

“(9) **SAFETY INCENTIVES TO PREVENT OPERATION OF MOTOR VEHICLES BY INTOXICATED PERSONS.**—Whenever an apportionment is made of the sums made available for expenditure on the surface transportation program under section 133 for a fiscal year, the Secretary shall set aside for safety incentives to prevent operation of motor vehicles by in-

toxicated persons under section 163 of this title \$110,000,000 for each of fiscal years 2004 and 2005.

“(10) **TRANSPORTATION AND COMMUNITY AND SYSTEM PRESERVATION PROGRAM.**—Whenever an apportionment is made of the sums made available for expenditure on the surface transportation program under section 133 for a fiscal year, the Secretary shall set aside for the transportation and community and system preservation program under section 1221 of the Transportation Equity Act for the 21st Century (23 U.S.C. 101 note) \$25,000,000 for fiscal year 2004, \$30,000,000 for fiscal year 2005, \$35,000,000 for fiscal year 2006, \$35,000,000 for fiscal year 2007, and \$35,000,000 for each of fiscal years 2008 and 2009.”

In section 1103 of the bill, strike subsection (f) (as so redesignated), relating to the Puerto Rico highway program, and insert the following:

(f) **PUERTO RICO HIGHWAY PROGRAM.**—Section 1214(r) of the Transportation Equity Act for the 21st Century (112 Stat. 209; 117 Stat. 1114; 118 Stat. 1149) is amended—

(1) in paragraph (1) by striking “authorized by section 1101(a)(15) for each of fiscal years 1998 through 2005” and inserting “set aside by section 104(m)(2) of title 23, United States Code, for each of fiscal years 2004 through 2009”; and

(2) in paragraph (2) by striking “made available by section 1101(a)(15) of this Act” and inserting “set aside by section 104(m)(2) of title 23, United States Code.”

Strike section 1104 of the bill and insert the following:

SEC. 1104. MINIMUM GUARANTEE.

(a) **GENERAL RULE.**—Section 105(a) of title 23, United States Code, is amended—

(1) by striking “1998 through 2003” and inserting “2004 through 2009”; and

(2) by striking “and recreational trails” and inserting “recreational trails, coordinated border infrastructure, freight intermodal connectors, safe routes to school, highway safety improvement, and high risk rural road safety improvement”; and

(3) by inserting “(other than subsection (g))” after “under this section”.

(b) **TREATMENT OF FUNDS.**—Section 105(c)(1) of such title is amended—

(1) by striking “\$2,800,000,000” and inserting “\$2,870,000,000 in fiscal year 2004, \$2,941,750,000 in fiscal year 2005, \$3,015,293,750 in fiscal year 2006, \$3,090,676,094 in fiscal year 2007, \$3,167,942,996 in fiscal year 2008, and \$3,247,141,571 in fiscal year 2009”; and

(2) by striking “and recreational trails” each place it appears and inserting “recreational trails, coordinated border infrastructure, freight intermodal connectors, safe routes to school, highway safety improvement, and high risk rural road safety improvement”.

(c) **AUTHORIZATION.**—Section 105(d) of such title is amended by striking “1998 through 2003” and inserting “2004 through 2009”.

(d) **SPECIAL RULE.**—Section 105(e) of such title is amended to read as follows:

“(e) **SPECIAL RULE.**—Notwithstanding any other provision of this section, if, in any of fiscal years 2004 through 2009, the highest quotient obtained by dividing—

“(1) a State’s percentage share of the total apportionments for such fiscal year for programs referred to in subsection (a) (other than minimum guarantee), by

“(2) the percentage for such State listed in subsection (b),

is greater than 1.3, the Secretary shall allocate to the State with the highest quotient the minimum apportionment specified in subsection (a). The apportionments for the programs referred to in subsection (a) for the State with the highest quotient, estimated tax payments to the Highway Trust Fund attributable to highway users referred to in

subsection (f) for such State, and percentage referred to in subsection (b) for such State shall be excluded from the computations required in subsection (f)."

(e) **GUARANTEED SPECIFIED RETURN.**—Section 105(f) of such title is amended—

(1) in the subsection heading by striking "OF 90.5" and inserting "SPECIFIED"; and

(2) in paragraph (1) by striking "1999 through 2003" and inserting "2004 through 2009".

(f) **EQUITY ADJUSTMENT.**—Section 105 of such title is further amended by adding at the end the following:

"(g) **EQUITY ADJUSTMENT.**—

"(1) **IN GENERAL.**—For each of fiscal years 2004 through 2009, after making the allocations under subsection (a), the Secretary shall allocate among the States additional amounts sufficient to ensure that no State receives an allocation under this subsection and subsection (a) that in the aggregate is less than the amount the State would have received under subsection (a) had high priority projects not been included among the list of programs referred to in subsection (a). Any such additional allocations shall be excluded from the computations required in subsection (f).

"(2) **RATE OF RETURN.**—For each of fiscal years 2004 through 2009, the Secretary shall allocate among the States amounts sufficient to ensure that, for the aggregate of funds distributed under subsection (a), paragraph (1) of this subsection, and this paragraph, the rate of return, as defined in subsection (f)(1), is not less than 90.5. The special rule in subsection (e) shall not apply to the calculation made under this paragraph."

(g) **CONFORMING AMENDMENTS.**—

(1) **SECTION 131.**—Section 131(m) of title 23, United States Code, is amended by striking "in accordance with the program of projects approval process of section 105" and inserting "in accordance with the approval process of section 106".

(2) **SECTION 140.**—Section 140 of such title is amended—

(A) in subsection (a) by striking "programs for projects as provided for in subsection (a) of section 105 of this title" and inserting "project under this chapter"; and

(B) in subsection (c) by striking "subsection 104(b)(3) of this title" and inserting "section 104(b)(3)".

(h) **SCOPE ADJUSTMENT.**—

(1) **DETERMINATION OF SET-ASIDE.**—Before allocating funds provided to carry out the program under section 1301 of this Act, the Secretary shall set aside an amount sufficient to ensure that the quotient obtained by dividing—

(A) the sum of—

(i) the amounts authorized for the programs identified in section 105(a) of title 23, United States Code,

(ii) the amounts authorized under section 105(g) of such title, and

(iii) the amount apportioned under this section, by

(B) the total contract authority authorized for the Federal-aid highway program, equals 0.926.

(2) **APPORTIONMENT OF FUNDS.**—The amount set aside under paragraph (1) shall be added to the amount authorized for the Surface Transportation Program under Section 104(b)(3)(a) of title 23 U.S. Code and shall be included in the calculation of minimum guarantee under section 105(a) of such title.

(3) **RESTORATION.**—The Secretary shall make available such sums as may be necessary to restore to the funds made available to carry out the program under section 1301 an amount equal to the amount set aside under paragraph (1).

(4) **AUTHORIZATION OF APPROPRIATIONS.**—There is authorized to be appropriated out of

the Highway Trust Fund (other than the Mass Transit Account) such sums as may be necessary to carry out this subsection.

(5) **APPLICABILITY OF TITLE 23.**—Funds made available to carry out this subsection shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code.

In section 1115 of the bill, after subsection (c) insert the following (and redesignate subsection (d) as subsection (e)):

(d) **SET-ASIDE FOR TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT.**—Section 144(g) of such title is amended by adding at the end the following:

"(4) **TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT.**—Whenever an apportionment is made under subsection (e) of the sums made available for carrying out the bridge program under this section for a fiscal year, the Secretary shall set aside \$130,000,000 for fiscal year 2004 and \$140,000,000 for each of fiscal years 2005 through 2009 to carry out chapter 6 of title 23, United States Code."

In section 1116 of the bill, strike subsection (a) and redesignate subsequent subsections accordingly.

In section 1116(a) (as so redesignated), strike "of such Act" and insert "of the Transportation Equity Act for the 21st Century (23 U.S.C. 101 note; 112 Stat. 223; 118 Stat. 879; 118 Stat. 1149)".

In section 1117 of the bill, strike subsections (d) and (e).

In section 1121(a)(3)(A) of the bill, strike "and (C)" and insert "., (C), and (D)".

In section 1121(a)(3)(C) of the bill, strike the subparagraph designation and heading and insert the following:

(C) **SET-ASIDE FOR ADMINISTRATIVE EXPENSES.**—

In section 1121(a)(3) of the bill, after subparagraph (C), insert the following (and redesignate the subsequent subparagraph accordingly):

(D) **SET-ASIDE FOR NONMOTORIZED PILOT PROGRAM.**—Before apportioning amounts made available to carry out this subsection under this paragraph and the set-aside under subparagraph (C) for a fiscal year, the Secretary shall set aside for the nonmotorized pilot program under subsection (b) of this section \$25,000,000 for each of fiscal years 2005 through 2009.

In section 1121(b) of the bill, strike paragraph (4) and redesignate the subsequent paragraphs accordingly.

In section 1303(e) of the bill, before "the Secretary" insert "after the deductions under subsection (i)".

At the end of section 1303 of the bill, insert the following:

(i) **DEDUCTIONS.**—

(1) **FREIGHT INTERMODAL DISTRIBUTION PILOT GRANT PROGRAM.**—Whenever an apportionment is made of the sums made available for carrying out this section for a fiscal year, the Secretary shall deduct \$6,000,000 for each of fiscal years 2005 through 2009 for the freight intermodal distribution pilot grant program under section 1307 of this Act.

(2) **DEDICATED TRUCK LANES.**—Whenever an apportionment is made of the sums made available for carrying out this section for a fiscal year, the Secretary shall deduct for dedicated truck lanes under section 1305 of this title \$165,000,000 for each of fiscal years 2005 through 2008 and \$170,000,000 for fiscal year 2009.

In section 1305 of the bill—

(1) in subsection (e) insert a comma after "In this section";

(2) strike subsection (d); and

(3) redesignate subsection (e) as subsection (d).

Strike section 1405 of the bill and insert the following:

SEC. 1405. SAFETY INCENTIVE GRANTS FOR USE OF SEAT BELTS.

Section 157(g) of title 23, United States Code, is amended—

(1) in paragraph (1) by inserting "and" after "2002,";

(2) in paragraph (1) by striking "2003," and all that follows through "2005" and inserting "2003";

(3) in paragraph (2) by inserting "or set aside for fiscal year 2004 or 2005 under section 104(m)(8)" after "paragraph (1)";

(4) in paragraph (3)(B) by striking "2005" and inserting "2003"; and

(5) in paragraph (3)(B) by inserting "or the amounts set aside for any of fiscal years 2004 and 2005 under section 104(m)(8)" after "paragraph (1)".

In section 1601(g) of the bill, strike the matter proposed to be inserted as section 188 of title 23, United States Code, and insert the following:

"§ 188. Special rules

"(a) **AVAILABILITY.**—Amounts made available to carry out this chapter shall remain available until expended.

"(b) **ADMINISTRATIVE COSTS.**—From funds made available to carry out this chapter, the Secretary may use, for the administration of this subchapter, not more than \$3,000,000 for each of fiscal years 2004 through 2009.

"(c) **LIMITATIONS ON CREDIT AMOUNTS.**—For each of fiscal years 2004 through 2009, principal amounts of Federal credit instruments made available under this chapter shall be limited to \$2,600,000,000."

In section 1406 of the bill, strike subsection (b) and insert the following:

(b) **AUTHORIZATION OF APPROPRIATIONS.**—Section 163(f)(1) of such title, as redesignated by subsection (a)(1) of this section, is amended—

(1) by inserting "and" after "2002,"; and

(2) by striking "., \$110,000,000 for fiscal year 2004" and all that follows through "2005".

In section 1406 of the bill, add at the end the following:

(d) **CONFORMING AMENDMENT.**—Section 163(f)(2) of such title, as redesignated by subsection (a)(1) of this section, is amended by inserting after "by this subsection" the following: "and the funds set aside to carry out this section".

In section 1602(c) of the bill, strike the item relating to section 608 (relating to funding) and insert the following:

"608. Special rules.

In each of sections 1102(c)(4) and 1102(c)(5) of the bill, insert after "paragraph (3)" the following: "or 0.932 in any case in which such ratio is less than 0.932 (except that the higher ratio shall not apply to the program under section 14501 of title 40, United States Code)".

In section 1114(a) of the bill, redesignate paragraphs (1), (2), and (3) as paragraphs (2), (3), and (4), respectively, and insert before paragraph (2) (as so redesignated) the following:

(1) in subsection (c)(1) by striking "2003" and inserting "2005";

In section 1114 of the bill, strike subsection (e) and insert the following:

(e) **EFFECTIVE DATE.**—The amendments made by paragraphs (2) through (4) of subsection (a) and by subsection (b) shall take effect on September 30, 2005.

In the matter proposed to be inserted as section 202(d)(3) of title 23, United States Code, by section 1119(a) of the bill, insert after subparagraph (C) the following (and redesignate subsequent subparagraphs accordingly):

"(D) **SECRETARY AS SIGNATORY.**—Notwithstanding any other provision of law, the Secretary is authorized to enter into a funding agreement with an Indian tribe or tribal government to carry out a highway, road,

bridge, parkway, or transit project under subparagraph (A) that is located on an Indian reservation or provides access to the reservation or a community of the Indian tribe.

In section 1119 of the bill, redesignate subsections (c), (d), and (e) as subsections (e), (f), and (g), respectively, and insert after subsection (b) the following:

(c) BIA ADMINISTRATIVE EXPENSES.—Section 202(d)(2) of such title is further amended by adding at the end the following:

“(F) ADMINISTRATIVE EXPENSES.—Of the funds authorized to be appropriated for Indian reservation roads, \$27,000,000 for fiscal year 2006, \$28,000,000 for fiscal year 2007, \$29,000,000 for fiscal year 2008, and \$30,000,000 for fiscal year 2009 may be used by the Secretary of the Interior for program management oversight and project-related administrative expenses.”.

(d) BRIDGE PRECONSTRUCTION ACTIVITIES ELIGIBILITY.—Section 202(d)(4)(B) of such title is amended by adding at the end the following: “Of the amount reserved under this paragraph for a fiscal year, not more than 15 percent may be used for preconstruction activities, such as engineering and design.”.

At the end of subtitle C of title I of the bill, insert the following (and conform the table of contents of the bill):

SEC. 1307. FREIGHT INTERMODAL DISTRIBUTION PILOT GRANT PROGRAM.

(a) IN GENERAL.—The Secretary shall establish and implement a freight intermodal distribution pilot grant program.

(b) PURPOSES.—The purposes of the program established under subsection (a) shall be—

(1) to facilitate and support intermodal freight transportation initiatives at the State and local levels to relieve congestion and improve safety; and

(2) to provide capital funding to address infrastructure and freight distribution needs at inland ports and intermodal freight facilities.

(c) SELECTION PROCESS.—

(1) APPLICATIONS.—A State shall submit an application to the Secretary containing such information as the Secretary may require to receive funding under this section.

(2) PRIORITY.—In selecting projects to be funded under the pilot program, the Secretary shall give priority to projects that will—

(A) reduce congestion into and out of international ports located on the west coast of the United States;

(B) demonstrate ways to increase the likelihood that freight container movements involve freight containers carrying goods; and

(C) establish or expand intermodal facilities that encourage the development of inland freight distribution centers.

(d) ELIGIBLE PROJECTS.—Funds made available under this section shall be used by the recipient for projects described in an application approved by the Secretary. Such projects shall help relieve congestion, improve transportation safety, facilitate international trade, and encourage public-private partnership. Such projects may include developing and constructing intermodal freight distribution and transfer facilities at inland ports.

(e) TREATMENT OF PROJECTS.—Notwithstanding any other provision of law, projects assisted under this section shall be treated as projects on a Federal-aid system under such chapter.

In section 1809 of the bill, strike subsection (d) and insert the following:

(d) CONSTRUCTION WORK IN ALASKA.—Section 114 of title 23, United States Code, is amended by adding at the end of the following:

“(c) CONSTRUCTION WORK IN ALASKA.—

“(1) IN GENERAL.—The Secretary shall ensure that a worker who is employed on a remote project for the construction of a highway or portion of a highway located on a Federal-aid system in the State of Alaska and who is not a domiciled resident of the locality shall receive meals and lodging.

“(2) LODGING.—The lodging under paragraph (1) shall be in accordance with section 1910.142 of title 29, Code of Federal Regulations (relating to temporary labor camp requirements).

“(3) PER DIEM.—

“(A) IN GENERAL.—Contractors are encouraged to use commercial facilities and lodges on remote projects, but, if such facilities are not available, per diem in lieu of room and lodging may be paid on remote Federal highway projects at a basic rate of \$75.00 per day or part thereof the worker is employed on the project. If the contractor provides or furnishes room and lodging or pays a per diem, the cost of the amount shall not be considered a part of wages, but shall be excluded therefrom.

“(B) SECRETARY OF LABOR.—Such per diem rate shall be adopted by the Secretary of Labor for all applicable remote Federal highway projects in Alaska.

“(C) EXCEPTION.—Per diem shall not be allowed on any of the following remote projects for the construction of a highway or portion of a highway located on a Federal-aid system:

“(i) West of Livengood on the Elliot Highway.

“(ii) Mile 0 on the Dalton Highway to the North Slope of Alaska; north of Mile 20 on the Taylor Highway.

“(iii) East of Chicken on the Top of the World Highway and south of Tetlin Junction to the Alaska Canadian border.

“(4) DEFINITIONS.—In this subsection, the following definitions apply:

“(A) REMOTE.—The term ‘remote’, as used with respect to a project, means that the project is 65 miles or more from the United States Post Office in either Fairbanks or Anchorage, Alaska, or is inaccessible by road in a 2-wheel drive vehicle.

“(B) RESIDENT.—The term ‘resident’, as used with respect to a project, means a person living within 65 miles of the midpoint of the project for at least 12 consecutive months prior to the award of the project.”.

In section 1822(8) strike “and” the last place it appears.

In section 1822 of the bill, after paragraph (3), insert the following:

(4) in item number 566 by striking “Prunedale Bypass” and inserting “improvements to Prunedale”;

(5) in item number 744 by striking “Preliminary” and all that follows through “Fitchburg” and inserting “Design, construction or reconstruction, and right of way acquisition for roadway improvements along the Route 12 corridor in Leominster and Fitchburg to enhance access from Route 2 to North Leominster and downtown Fitchburg”;

Redesignate subsequent paragraphs of section 1822 accordingly.

At the end of title I of the bill, insert the following (and conform the table of contents accordingly):

SEC. 1838. INCLUSION OF CERTAIN ROUTE SEGMENTS ON THE INTERSTATE SYSTEM.

Section 1105(e)(5) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032; 118 Stat. 293) is amended—

(1) in subparagraph (A) by striking “and subsection (c)(45)” and inserting “subsection (c)(45), and subsection (c)(57)”; and

(2) by adding the following at the end of subparagraph (B)(i): “The route referred to

in subsection (c)(57) is designated as Interstate Route I-41.”.

SEC. 1839. RESCISSION OF UNOBLIGATED BALANCES.

(a) IN GENERAL.—On September 30, 2009, \$12,000,000,000 of the unobligated balances of funds apportioned before such date to the States for the Interstate maintenance, national highway system, bridge, congestion mitigation and air quality improvement, surface transportation (other than the STP set-aside programs), metropolitan planning, minimum guarantee, Appalachian development highway system, recreational trails, safe routes to school, freight intermodal connectors, coordinated border infrastructure, high risk rural road, and highway safety improvement programs, and each of the STP set-aside programs, is rescinded.

(b) ALLOCATION AMONG STATES.—The Secretary shall determine each State’s share of the amount to be rescinded by subsection (a) on September 30, 2009, by multiplying \$12,000,000,000 by the ratio of the aggregate amount apportioned to such State for fiscal years 2004 through 2009 for all the programs referred to in subsection (a) to the aggregate amount apportioned to all States for such fiscal years for those programs.

(c) CALCULATIONS.—To determine the allocation of the amount to be rescinded for a State under subsection (b) among the programs referred to in subsection (a), the Secretary shall make the following calculations:

(1) The Secretary shall multiply such amount to be rescinded by the ratio that the aggregate amount of unobligated funds available to the State on September 30, 2009, for each such program bears to the aggregate amount of unobligated funds available to the State on September 30, 2009, for all such programs.

(2) The Secretary shall multiply such amount to be rescinded by the ratio that the aggregate of the amount apportioned to the State for each such program for fiscal years 2004 through 2009 bears to the aggregate amount apportioned to the State for all such programs for fiscal years 2004 through 2009.

(d) ALLOCATION AMONG PROGRAMS.—

(1) IN GENERAL.—The Secretary, in consultation with the State, shall rescind for the State from each program referred to in subsection (a) the amount determined for the program under subsection (c)(1).

(2) SPECIAL RULE.—

(A) RESTORATION OF FUNDS FOR COVERED PROGRAMS.—If the rescission calculated under subsection (c)(1) for a covered program exceeds the amount calculated for the covered program under subsection (c)(2), the State shall immediately restore to the apportionment account for the covered program from the unobligated balances of programs referred to in subsection (a) (other than covered programs) the amount of funds required so that the net rescission from the covered program does not exceed the amount calculated for the covered program under subsection (c)(2).

(B) TREATMENT OF RESTORED FUNDS.—Any funds restored under subparagraph (A) shall be deemed to be the funds that were rescinded for the purposes of obligation.

(3) COVERED PROGRAM DEFINED.—In paragraph (2), the term “covered program” means a program authorized under sections 130 and 152 of title 23, United States Code, paragraph (1), (2), or (3) of section 133(d) of that title, section 144 of that title, section 149 of that title, or section 1121(a) of this Act.

(e) TREATMENT OF SAFETY PROGRAMS.—In making calculations under subsections (c)(1), (c)(2), and (d)(2), the Secretary shall treat the STP set-aside program for safety programs and the highway safety improvement program as a single program.

(f) **STP SET-ASIDE PROGRAM DEFINED.**—In this section, the term “STP set-aside program” means the amount set aside under section 133(d) of title 23, United States Code, for each of the safety programs, transportation enhancement activities, and division between urbanized areas of over 200,000 population and other areas.

At the end of title II of the bill, insert the following:

SEC. 2013. DRUG IMPAIRED DRIVING ENFORCEMENT.

(a) **SHORT TITLE.**—This section may be cited as the “Drug Impaired Driving Research and Prevention Act”.

(b) **DEFINITIONS.**—In this section, the following definitions apply:

(1) **CONTROLLED SUBSTANCE.**—The term “controlled substance” includes substances listed in schedules I through V of section 112(e) of the Controlled Substances Act (21 U.S.C. 812(e)).

(2) **DRUG RECOGNITION EXPERT.**—The term “drug recognition expert” means an individual trained in a specific evaluation procedure that enables the person to determine whether an individual is under the influence of drugs and then to determine the type of drug causing the observable impairment.

(c) **MODEL STATUTE.**—

(1) **IN GENERAL.**—The Secretary shall develop a model statute for States relating to drug impaired driving.

(2) **CONTENTS.**—The model statute shall include—

(A) threshold levels of impairment for a controlled substance;

(B) practicable methods for detecting the presence of controlled substances; and

(C) penalties for drug impaired driving.

(3) **RECOMMENDATIONS.**—The model statute shall be based on the recommendations contained in the report submitted under subsection (f).

(4) **DATE.**—The model statute should be provided to States no later than 1 year after submission of the report contained in subsection (f).

(d) **RESEARCH AND DEVELOPMENT.**—Section 403(b) of title 23, United States Code, is amended by adding at the end the following:

“(5) New technology to detect drug use.

“(6) Research and development to improve testing technology, including toxicology lab resources and field test mechanisms to enable States to process toxicology evidence in a more timely manner.

“(7) Determining per se unlawful impairment levels for controlled substances and the compound effects of alcohol and controlled substances on impairment to facilitate enforcement of per se drug impaired driving laws. Research under this paragraph shall be carried out in collaboration with the National Institute on Drug Abuse of the National Institutes of Health.”.

(e) **DUTIES.**—The Administrator of the National Highway Traffic Safety Administration shall—

(1) advise and coordinate with other Federal agencies on how to address the problem of driving under the influence of an illegal drug; and

(2) conduct research on the prevention, detection, and prosecution of driving under the influence of an illegal drug.

(f) **REPORT.**—

(1) **IN GENERAL.**—Not later than 18 months after the date of enactment of this Act, the National Institutes of Health shall submit to the Secretary and to Congress a report on the problem of drug-impaired driving.

(2) **CONTENTS.**—The report shall include—

(A) a description of the extent of the problem of driving under the influence of an illegal drug in each State and any available information relating thereto, including a description of any laws relating to the problem

of driving under the influence of an illegal drug;

(B) an assessment of the status of drug impaired driving laws in the United States;

(C) a review of the compound effects of alcohol and controlled substances on impairment;

(D) the role of drugs as a causal factor in traffic crashes;

(E) an assessment of new research and technologies developed in the area of drug detection for drug-impaired driving enforcement, including noninvasive methods of detection;

(F) recommendations for addressing the problem of driving under the influence of an illegal drug, including recommendations on levels of impairment;

(G) a State-by-State review of drug recognition expert programs and recommendations for enhancing those programs through the training and utilization of drug recognition experts; and

(H) recommendations for developing a model statute relating to drug-impaired driving.

(g) **FUNDING.**—Out of amounts appropriated to carry out section 403 of title 23, United States Code, for fiscal years 2006 through 2009, the Secretary shall use \$1,200,000 per fiscal year to carry out this section.

SEC. 2014. TRANSPORTATION OF SCHOOL-CHILDREN.

The third sentence of section 402(a) of title 23, United States Code, is amended—

(1) by striking “and” before “(6)”; and

(2) by inserting before the period at the end the following: “, and (7) to prevent use of any motor vehicle designed to transport between 9 and 15 passengers (including the driver) for the transportation of children to and from school and events related to school”.

SEC. 2015. RURAL STATE EMERGENCY MEDICAL SERVICES OPTIMIZATION PILOT PROGRAM.

(a) **IN GENERAL.**—From funds made available to carry out section 403 of title 23, United States Code, for fiscal year 2006, the Secretary shall make \$1,000,000 available to conduct a pilot program for optimizing Emergency Medical Services (EMS) in a rural State.

(b) **COLLECTING DATA.**—The pilot program shall focus on collecting geo-coded data for highway accidents and resulting injuries, analyzing data to develop injury patterns and distributions, and improving placement and management of EMS resources and personnel.

(c) **SELECTION.**—The Secretary shall enter into an agreement with the State of Alaska to conduct the pilot program.

(d) **REPORT.**—Not later than 12 months after the completion of the pilot program, the Secretary shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report on the results of the pilot program and recommendations for application to other rural States.

SEC. 2016. STATE APPORTIONMENTS.

Section 402(c) of the title 23, United States Code, is amended by striking “The annual apportionment to each State shall not be less than one-half of 1 per centum” and insert “The annual apportionment to each State shall not be less than three-quarters of 1 percent”.

In the matter proposed to be inserted as section 5308(d) of title 49, United States Code, by section 3009 of the bill, strike “35” and insert “25”.

In the first sentence of the matter proposed to be inserted as section 5309(d)(1) of title 49, United States Code, by section

3010(d) of the bill, after “\$25,000,000,” insert the following: “and the total estimated net capital cost of the project is less than \$200,000,000.”.

In the matter proposed to be inserted as section 5317(c)(3)(A)(i) of title 49, United States Code, by section 3018(a) of the bill, strike “in other than urbanized areas of the State”.

In section 3023(g)(5), strike the subparagraph designation and heading for subparagraph (B) and insert the following:

(B) **DEFINITIONS.**—

In section 3023(g)(5)(B)—

(1) strike “the term” the first place it appears and insert “the terms”;

(2) insert “‘negotiated procurement’, and ‘contractor’” before “‘for purposes of’”; and

(3) strike “the term” the second place it appears and insert “the terms”.

At the end of section 3023(g)(5), insert the following:

(C) **POST-AWARD WAIVERS.**—To permit a grantee to request a non-availability waiver from the Buy America requirements under section 661.7c of title 49, Code of Federal Regulations, after contract award in any case in which the contractor has made a certification of compliance with the requirements in good faith.

(D) **CERTIFICATION UNDER NEGOTIATED PROCUREMENT PROCESS.**—In any case in which a negotiated procurement process is used, compliance with the Buy America requirements shall be determined on the basis of the certification submitted with the final offer.

At the end of section 3023, add the following:

(i) **GOVERNMENT SHARE OF COSTS FOR CERTAIN PROJECTS.**—Section 5323(i) is amended—

(1) by striking “(including clean fuel or alternative fuel vehicle-related equipment)”; and

(2) by inserting “or facilities” after “equipment” each place it occurs.

(j) **ALTERNATIVE FUELING FACILITIES.**—Section 5323 is further amended by adding at the end the following:

“(p) **ALTERNATIVE FUELING FACILITIES.**—A recipient of assistance under this chapter may allow the incidental use of Federally funded alternative fueling facilities and equipment by nontransit public entities and private entities if—

“(1) the incidental use does not interfere with the recipient’s public transportation operations;

“(2) all costs related to the incidental use are fully recaptured by the recipient from the nontransit public entity or private entity;

“(3) the recipient uses revenues received from the incidental use in excess of costs for eligible projects under this chapter; and

“(4) private entities pay all applicable excise taxes on fuel.”.

At the end of the matter proposed to be inserted in section 5325 of title 49, United States Code, by section 3025(a)(1) of the bill, strike the closing quotation marks and the final period and insert the following:

“(i) **BUS DEALER REQUIREMENTS.**—No State law requiring buses to be purchased through in-State dealers shall apply to vehicles purchased with a grant under this chapter.”.

In section 3037(a)(10), strike “\$20,000,000” and insert “\$24,084,000”.

In section 3037(a)(22), strike “\$12,211,061” and insert “\$12,651,061”.

After section 3037(b)(13), insert the following:

() **Nashua—Commuter Rail.**

In section 3037(b)(21), strike “Center Line LRT” and insert “Rapid Transit Project”.

Redesignate the paragraphs in section 3037(b) accordingly.

In section 3037(c), before paragraph (1) insert the following:

() Alameda, California—Fixed Guideway Corridor Project.

Strike section 3037(c)(7) and insert the following:

() Atlanta—West Line I-20 Corridor Project.

In section 3037(c)(10), strike “Regional” and insert “Urban”.

In section 3037(c)(11), strike “Baltimore Light Rail System Extensions” and insert “Baltimore—Red Line Transit Project”.

After section 3037(c)(11), insert the following:

() Baltimore—Green Line Transit Project.

() Baton Rouge—Bus Rapid Transit.

After section 3037(c)(18), insert the following:

() Bridgeport, Connecticut—Bridgeport Intermodal Facility.

In section 3037(c)(25), strike “-West”.

After section 3037(c)(25), insert the following:

() Charlotte—West Corridor Project.

After section 3037(c)(53), insert the following:

() Florence-Myrtle Beach-Charleston, South Carolina—High Speed Rail Corridor.

After section 3037(c)(61), insert the following:

() Harrisburg, Pennsylvania—Corridor One MOS-2 (East Mechanicsburg to Carlisle).

() Henderson-Las Vegas-North Las Vegas—Regional Fixed Guideway Project.

After section 3037(c)(101), insert the following:

() Minneapolis-St. Paul-Hinckley, Minnesota—Rush Line Corridor.

Strike section 3037(c)(105).

After section 3037(c)(110), insert the following:

() New Bedford-Fall River, Massachusetts—Commuter Rail Extension.

After section 3037(c)(148), insert the following:

() Sacramento—Downtown Streetcar Project.

After section 3037(c)(154), insert the following:

() Salt Lake-Provo—Commuter Rail Extension.

After section 3037(c)(158), insert the following:

() San Diego—San Diego Imperial County Mag-Lev Rail Airport Corridor Project.

Strike section 3037(c)(174).

After section 3037(c)(180), insert the following:

() Stamford, Connecticut—Boston Post Road Intermodal Center and Capacity Expansion Project.

Redesignate the paragraphs in section 3037(c) accordingly.

After section 3042, insert the following (and redesignate subsequent sections and conform the table of contents accordingly):

SEC. 3043. FORGIVENESS OF GRANT AGREEMENT.

Notwithstanding any other provision of law (including any regulation), any outstanding balances on the following grant agreements made to the Lane County Transit District, Oregon, do not have to be repaid:

(1) Federal Contract Number OR-03-0087.

(1) Federal Contract Number OR-90-X094.

In section 4113(a) of the bill, before the closing quotation marks, insert the following:

“§31162. Operators registered in Mexico and Canada

“No operator of a commercial motor vehicle (as defined in section 31101) licensed in Mexico or Canada may operate in the United States a commercial motor vehicle transporting hazardous material until the operator has undergone a background records

check similar to the background records check required of operators of commercial motor vehicles licensed in the United States to transport hazardous materials.

In section 4113(b) of the bill, insert before the closing quotation marks the following:

“31162. Operators registered in Mexico and Canada.

In section 4129 of the bill, strike “State licensed” and all that follows through the final period at the end and insert: “State licensed or certified Mental Health counselors, State licensed or certified marriage and family therapists, or addiction specialists certified by the American Academy of Health Care Providers in the Addictive Disorders to act as substance abuse professionals under subpart O of part 40 of title 49, Code of Federal Regulations.”.

Strike section 4130 and insert the following:

SEC. 4130. INTERSTATE VAN OPERATIONS.

The Federal motor carrier safety regulations that apply to interstate operations of commercial motor vehicles designed to transport between 9 and 15 passengers (including the driver) shall apply to all interstate operations of such carriers regardless of the distance traveled.

At the end of subtitle A of title IV of the bill, insert the following:

SEC. 4137. TRUCKLOAD FUEL SURCHARGE.

(a) IN GENERAL.—Chapter 137 of title 49, United States Code, is amended by adding at the end the following:

“§13714. Fuel surcharge

“(a) REQUIREMENT FOR FUEL SURCHARGE.—Any contract or agreement, providing for truckload transportation or service involving a motor carrier, broker, or freight forwarder subject to jurisdiction under chapter 135 of this title that regularly provides such transportation or service, shall include a requirement that the payer of transportation charges pay a fuel surcharge that is no less than the amount of the Increased Cost of Fuel as determined under subsection (c).

“(b) IMPLEMENTATION.—The surcharge required by subsection (a)—

“(1) shall apply during any period in which the Current Diesel Fuel Price surpasses, by \$0.05 per gallon of diesel fuel, the Benchmark Price determined under subsection (c);

“(2) shall expire when the Current Diesel Fuel Price equals or is less than \$0.05 above the Benchmark Price set forth in subsection (c);

“(3) shall be calculated on the date the applicable shipment is physically tendered to the motor carrier, broker, or freight forwarder;

“(4) shall be itemized separately on the invoices of the motor carrier, broker, or freight forwarder;

“(5) shall be paid to the motor carrier, broker, or freight forwarder by the payer of transportation charges;

“(6) shall not apply to any transportation contract or agreement, in effect on the date of enactment of this section, that provides for a fuel cost adjustment or surcharge; and

“(7) may be expressed on a mileage basis, as a percentage of the freight charge, or in any other manner the motor carrier, broker, or freight forwarder elects.

“(c) CALCULATION OF INCREASED COST OF FUEL.—

“(1) INCREASED COST OF FUEL.—For purposes of this section, the Increased Cost of Fuel shall be the amount determined by subtracting the Benchmark Price from the Current Diesel Fuel Price and then multiplying the difference by the number of gallons of diesel fuel used in the transportation or service provided.

“(2) BENCHMARK PRICE.—For purposes of this section, the following apply:

“(A) INITIAL PRICE.—For the period beginning on the date of enactment of this section and ending immediately before the effective date of the first adjusted Benchmark Price under subparagraph (B), the Benchmark Price shall be \$1.10 per gallon of diesel fuel.

“(B) SUBSEQUENT ADJUSTMENTS.—During each calendar year subsequent to the calendar year of enactment of this section, the Secretary of Transportation shall adjust the Benchmark Price by the percentage change in the previous calendar year’s Annual Truckload Producer Price Index as determined by the Department of Labor and shall publish that adjusted Benchmark Price in the Federal Register. The effective date of each adjusted Benchmark Price shall be the first day of the month following the date of such publication.

“(3) CURRENT DIESEL FUEL PRICE.—For purposes of this section, the Current Diesel Fuel Price shall—

“(A) be the latest weekly average price for retail on-highway diesel fuel published by the Energy Information Administration for the Petroleum Administration for Defense district or subdistrict where a shipment is physically tendered to the motor carrier, broker, or freight forwarder; and

“(B) take effect the midnight after the weekly average price is published.

“(4) AMOUNT OF FUEL USED.—In calculating the number of gallons of diesel fuel used in providing transportation or service under paragraph (1)—

“(A) it shall be assumed that a gallon of diesel fuel is used for each 5 miles of transportation; and

“(B) the mileage of the transportation or service provided shall be the number of miles as determined under the ‘Defense Table of Official Distances’ issued by the Surface Deployment and Distribution Command, Department of Defense or under any applicable mileage guide established under section 13703(a)(1)(D).

“(d) LIMITATION ON AUTHORITY.—Notwithstanding any other provision of this part, any action to enforce this section may only be brought by the motor carrier, broker, or freight forwarder that provided the transportation services against the payor of the transportation charges or by the payor of the transportation charges against the motor carrier, broker, or freight forwarder that provided the transportation services. In such action, a court shall have the authority to determine whether a fuel surcharge required under this section has been assessed or paid. A court shall not have the authority in such action to review any other charges imposed by the provider of the transportation services. Notwithstanding the publication of the Benchmark Price under subsection (c)(2), neither the Secretary of Transportation nor the Surface Transportation Board shall have regulatory or enforcement authority relating to provisions of this section.

“(e) DEFINITIONS.—In this section, the following definitions apply:

“(1) PAYER OF TRANSPORTATION CHARGES.—The term ‘payer of transportation charges’ means any person who pays for the transportation or service involved.

“(2) PERSON RESPONSIBLE FOR PAYING FOR FUEL.—The term ‘person responsible for paying for fuel’ means any person who bears the cost of fuel used for the transportation or service involved.”.

(b) CLERICAL AMENDMENT.—The analysis for such chapter is amended by adding at the end the following:

“13714. Fuel surcharge.”.

(c) CONFORMING AMENDMENT.—Section 14102 of title 49, United States Code is amended by adding at the end the following:

“(c) MANDATORY PASS-THROUGH TO COST BEARER.—

“(1) IN GENERAL.—A motor carrier, broker, or freight forwarder providing transportation or service using fuel not paid for by it—

“(A) shall pass through to the person responsible for paying for fuel any fuel surcharge or adjustment required pursuant to section 13714 or provided for in a transportation contract or agreement at the same time payment for the transportation or service is made to the person responsible for paying for fuel;

“(B) shall disclose in writing to the person responsible for paying for fuel the amount of all freight rates, charges, and fuel surcharges applicable to that transportation or service; and

“(C) may not reduce, for the purpose of adjusting for or avoiding the pass-through of a fuel surcharge, nonfuel related compensatory transportation payments to the person responsible for paying for fuel.

“(2) LIMITATION ON AUTHORITY.—Notwithstanding any other provision of this part, the person responsible for paying for fuel may bring an action to enforce this subsection under section 14704 against the motor carrier, freight forwarder, or broker providing the transportation services with vehicles not owned by it or with fuel not paid for by it. Neither the Secretary of Transportation nor the Surface Transportation Board shall have regulatory or enforcement authority relating to provisions of this subsection.”

In the matter proposed to be inserted as section 507 of title 23, United States Code, by section 5203 of the bill—

(1) in subsection (e)(2) strike “and develop” and insert “develop”;

(2) in subsection (e)(2) insert “; expand research and thinking on the uses for and vegetation of transportation corridors in the United States; expand research efforts aimed at understanding wildlife movement near corridors, roadkill rates, and road-barrier effects and at developing efficient mitigation designs for road crossing by animals; catalyze research on the effects of corridors and traffic on adjoining land, including traffic disturbance and the spread of invasive species; conduct further research on means of restoring natural hydrologic and sediment flows and distributions in the vicinity of roads; expand research on transportation’s effects on water quality, aquatic ecosystems, and fish in various bodies of water and on ecologically effective solutions; support, expand, and initiate research on the ecological effects of air pollutants from roads and vehicles at the roadside, neighborhood, regional, and global levels; develop road-network models and approaches for reducing habitat fragmentation, population extinction, wildlife-corridor, and remote-area impacts; foster collaborative landscape-wide environmental analyses by engineers, ecologists, and planners, with an emphasis on combining ecological solutions with other societal objectives; and stimulate research on understanding public preferences for improvements in natural systems of both short- and long-term significance to society” after “enhancement measures”;

(3) in subsection (e)(3) strike “and develop” and insert “develop”;

(4) in subsection (e)(3) insert “; develop operational definitions and indicators for environmental justice and social equity as the concepts pertain to transportation; develop and demonstrate methods that can be used to display the incidence of transportation project and program effects, both beneficial and adverse, and develop improved methods for evaluating costs and benefits when they are not evenly distributed, including environmental and social justice impact criteria in system performance measures used in transportation planning and investment de-

cisions; continue and expand studies on the comparative costs of transportation and the effects of different development patterns, particularly for economically disadvantaged communities; and develop and test new methods for integrating public involvement into transportation analysis and decision-making, and examine the implications of emerging citizen coalitions for environmental and social justice” after “conflict resolution”;

(5) in subsection (e)(4) strike “and” the last place it appears;

(6) in subsection (e)(4) insert “; and analyze user response to and future demand for environmentally beneficial vehicles, fuels, and mobility services, such as the demand for and use of new environmentally beneficial vehicles and fuels” after “new technologies”;

(7) in subsection (e)(5) strike “and develop” and insert “develop”;

(8) in subsection (e)(5) insert “; continue and expand research on the impacts of transportation facilities; and assess and compare alternative transportation and land use strategies, such as models for regional cooperation” after “systematic fashion”;

(9) in subsection (e)(6) strike “and develop” and insert “develop”;

(10) in subsection (e)(6) insert “; develop a more effective understanding of the perceptions and priorities of the transportation system’s customers (users and taxpayers); develop a more effective understanding of the nature of personal travel, as well as associated trends and decision processes; develop a more effective understanding of the nature of commercial travel and the freight industry, as well as associated trends and decision processes, including key trends such as e-commerce and e-freight; develop a more effective understanding of the role of transportation services and facilities in the economy; develop techniques for identifying community aspirations and crafting community and regional visions related to transportation planning; develop tools that incorporate the complex dynamics of travel behavior; and develop the reliable data sets needed for these models; and develop methods and institutional structures for integrating transportation planning, programming, design, and operation” after “determine effectiveness”.

At the end of section 5204 of the bill, insert the following:

(f) TURNER-FAIRBANK FACILITY.—Of the funds made available to carry out section 5101(a)(1), \$1,000,000 shall be made available by the Secretary for each of fiscal years 2005 through 2008 to provide for physical demonstrations of the ongoing work at the Turner-Fairbanks facility with respect to ultra-high performance concrete with ductility.

In section 5205(h)(3) of the bill, strike “\$3,000,000” and insert “\$3,500,000”.

At the end of section 5215 of the bill, insert the following:

(d) AUTHORIZATION.—From the amounts made available in section 5101(a)(1), \$500,000 shall be available for each of fiscal years 2005 through 2009 to carry out this section.

In section 5251(a) of title 49, United States Code, as proposed to be added by section 6002 of the bill, strike “section” and insert “subchapter”.

At the end of subtitle B of title V of the bill, insert the following (and conform the table of contents of the bill accordingly):

SEC. 5216. HAZARDOUS MATERIALS RESEARCH PROJECTS.

(a) IN GENERAL.—The Administrator of the Pipeline and Hazardous Materials Safety Administration shall enter into a contract with the National Academy of Sciences to carry out the 9 research projects called for in the 2005 Special Report 283 of the Transportation Research Board entitled “Cooperative Research for Hazardous Materials Transpor-

tation: Defining the Need, Converging on Solutions”. In carrying out the research projects, the National Academy of Sciences shall consult with the Administrator.

(b) REPORT.—Not later than 6 months after the date of enactment of this Act, the Secretary shall transmit a report to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the need to establish a cooperative research program on hazardous materials transportation.

(c) FUNDING.—Of the amounts made available by section 5101(a)(1) of this Act, \$1,000,000 for each of fiscal years 2005 through 2009 shall be available to carry out this section.

At the end of subtitle D of title V of the bill, insert the following:

SEC. 5403. TRANSPORTATION TECHNOLOGY INNOVATION AND DEMONSTRATION PROGRAM.

Section 5117(b)(3) of the Transportation Equity Act for the 21st Century (23 U.S.C. 502 note) is amended—

(1) in subparagraph (B)(i)—

(A) by striking “Build an” and inserting “Build or integrate an”;

(B) by striking “\$2,000,000” and inserting “\$2,500,000”;

(C) by striking “300,000 and that” and inserting a comma; and

(D) by inserting before the period at the end the following: “, and includes major transportation corridors serving that metropolitan area”;

(2) in subparagraph (C)(ii) by striking “by July 1, 2002” and inserting “by 6 months after the date of enactment of the Transportation Equity Act: A Legacy for Users”; and

(3) in subparagraph (E) by striking clause (ii) and inserting the following:

“(ii) The term ‘follow-on deployment areas’ means the metropolitan areas of Albany, Atlanta, Austin, Baltimore, Birmingham, Boston, Burlington, Charlotte, Chicago, Cleveland, Columbus, Dallas/Ft. Worth, Denver, Detroit, Greensboro, Hartford, Houston, Indianapolis, Jacksonville, Kansas City, Las Vegas, Los Angeles, Louisville, Miami, Milwaukee, Minneapolis-St. Paul, Nashville, New Orleans, New York/Northern New Jersey, Norfolk, Northern Kentucky/Cincinnati, Oklahoma City, Orlando, Philadelphia, Phoenix, Pittsburgh, Portland, Providence, Raleigh, Richmond, Sacramento, Salt Lake, San Diego, San Francisco, San Jose, St. Louis, Seattle, Tampa, Tucson, Tulsa, and Washington, District of Columbia.”;

In title VII of the bill, strike section 7005. Redesignate subsequent sections of title VII, and conform the table of contents, accordingly.

In section 7009(e), strike “Pipelines” and insert “Pipeline”.

At the end of title VII of the bill, insert the following:

SEC. 7028. NATIONAL FIRST RESPONDER TRANSPORTATION INCIDENT RESPONSE SYSTEM.

(a) IN GENERAL.—The Secretary shall provide funding to the Operation Respond Institute to design, build, and operate a seamless first responder hazardous materials incident detection, preparedness, and response system.

(b) EXPANSION.—This system shall include an expansion of the Operation Respond Emergency Information System (OREIS).

(c) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to the Secretary to carry out this section \$2,500,000 for each of fiscal years 2005 through 2007.

SEC. 7029. COMMON CARRIER PIPELINE SYSTEM.

(a) STUDY.—The Secretary shall conduct a study of the economic, environmental, and

homeland security advantages and disadvantages of operating a common carrier pipeline system in the States of Texas, Louisiana, Mississippi, and Alabama for the transportation of aromatic chemicals.

(b) **EVALUATION.**—In conducting the study, the Secretary shall evaluate the appropriateness of different Federal incentives for the construction and operation of such a pipeline system, including loan guarantees, other types of financial assistance, and various types of tax incentives.

(c) **REPORT.**—Not later than December 31, 2005, the Secretary shall transmit to Congress a report on the results of the study, including recommendations, if any, for legislation.

At the end of the bill, add the following (and conform the table of contents of the bill accordingly):

TITLE IX—RAIL PROVISIONS

SEC. 9101. HIGH-SPEED RAIL CORRIDOR DEVELOPMENT.

(a) **CORRIDOR DEVELOPMENT.**—

(1) **AMENDMENTS.**—Section 26101 of title 49, United States Code, is amended—

(A) in the section heading, by striking “**planning**” and inserting “**development**”;

(B) in the heading of subsection (a), by striking “**PLANNING**” and inserting “**DEVELOPMENT**”;

(C) by striking “corridor planning” each place it appears and inserting “corridor development”;

(D) in subsection (b)(1)—

(i) by inserting “, or if it is an activity described in subparagraph (M)” after “high-speed rail improvements”;

(ii) by striking “and” at the end of subparagraph (K);

(iii) by striking the period at the end of subparagraph (L) and inserting “; and”; and

(iv) by adding at the end the following new subparagraph:

“(M) the acquisition of locomotives, rolling stock, track, and signal equipment.”; and

(E) in subsection (c)(2), by striking “planning” and inserting “development”.

(2) **CONFORMING AMENDMENT.**—The item relating to section 26101 in the table of sections of chapter 261 of title 49, United States Code, is amended by striking “planning” and inserting “development”.

(b) **AUTHORIZATION OF APPROPRIATIONS.**—Section 26104 of title 49, United States Code, is amended to read as follows:

“§ 26104. Authorization of appropriations

“(a) **FISCAL YEARS 2006 THROUGH 2013.**—There are authorized to be appropriated to the Secretary—

“(1) \$70,000,000 for carrying out section 26101; and

“(2) \$30,000,000 for carrying out section 26102,

for each of the fiscal years 2006 through 2013.

“(b) **FUNDS TO REMAIN AVAILABLE.**—Funds made available under this section shall remain available until expended.”.

TITLE X—TAX PROVISIONS

SEC. 10001. SHORT TITLE.

This title may be cited as the “Highway Reauthorization Tax Act of 2005”.

SEC. 10002. EXTENSION OF HIGHWAY-RELATED TAXES AND TRUST FUNDS.

(a) **EXTENSION OF TAXES.**—

(1) **IN GENERAL.**—The following provisions of the Internal Revenue Code of 1986 are each amended by striking “2005” each place it appears and inserting “2011”:

(A) Section 4041(a)(1)(C)(iii)(I) (relating to rate of tax on certain buses).

(B) Section 4041(a)(2)(B) (relating to rate of tax on special motor fuels).

(C) Section 4041(m)(1) (relating to certain alcohol fuels).

(D) Section 4051(c) (relating to termination of tax on heavy trucks and trailers).

(E) Section 4071(d) (relating to termination of tax on tires).

(F) Section 4081(d)(1) (relating to termination of tax on gasoline, diesel fuel, and kerosene).

(G) Section 4481(f) (relating to period tax in effect).

(H) Section 4482(c)(4) (relating to taxable period).

(I) Section 4482(d) (relating to special rule for taxable period in which termination date occurs).

(2) **FLOOR STOCKS REFUNDS.**—Section 6412(a)(1) of such Code (relating to floor stocks refunds) is amended—

(A) by striking “2005” each place it appears and inserting “2011”; and

(B) by striking “2006” each place it appears and inserting “2012”.

(b) **EXTENSION OF CERTAIN EXEMPTIONS.**—The following provisions of such Code are each amended by striking “2005” and inserting “2011”:

(1) Section 4221(a) (relating to certain tax-free sales).

(2) Section 4483(h) (relating to termination of exemptions for highway use tax).

(c) **EXTENSION OF DEPOSITS INTO TRUST FUNDS.**—

(1) **IN GENERAL.**—Paragraphs (1) and (2) of subsection (b), and paragraphs (2) and (3) of subsection (c), of section 9503 of such Code (relating to the Highway Trust Fund) are each amended—

(A) by striking “2005” each place it appears and inserting “2011”; and

(B) by striking “2006” each place it appears and inserting “2012”.

(2) **MOTORBOAT AND SMALL-ENGINE FUEL TAX TRANSFERS.**—

(A) **IN GENERAL.**—Paragraphs (4)(A)(i) and (5)(A) of section 9503(c) of such Code are each amended by striking “2005” and inserting “2011”.

(B) **CONFORMING AMENDMENTS TO LAND AND WATER CONSERVATION FUND.**—Section 201(b) of the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601–11(b)) is amended—

(i) by striking “2003” and inserting “2009”; and

(ii) by striking “2004” each place it appears and inserting “2010”.

(d) **EXTENSION AND EXPANSION OF EXPENDITURES FROM TRUST FUNDS.**—

(1) **HIGHWAY TRUST FUND.**—

(A) **HIGHWAY ACCOUNT.**—Paragraph (1) of section 9503(c) of such Code is amended—

(i) in the matter before subparagraph (A), by striking “June 1, 2005” and inserting “October 1, 2009”;

(ii) by striking “or” at the end of subparagraph (J),

(iii) by striking the period at the end of subparagraph (K) and inserting “, or”,

(iv) by inserting after subparagraph (K) the following new subparagraph:

“(L) authorized to be paid out of the Highway Trust Fund under the Transportation Equity Act: A Legacy for Users.”, and

(v) in the matter after subparagraph (L), as added by clause (iv), by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Transportation Equity Act: A Legacy for Users”.

(B) **MASS TRANSIT ACCOUNT.**—Paragraph (3) of section 9503(e) of such Code is amended—

(i) in the matter before subparagraph (A), by striking “June 1, 2005” and inserting “October 1, 2009”;

(ii) by striking “or” at the end of subparagraph (H),

(iii) by inserting “or” at the end of subparagraph (I),

(iv) by inserting after subparagraph (I) the following new subparagraph:

“(J) Transportation Equity Act: A Legacy for Users.”, and

(v) in the matter after subparagraph (J), as added by clause (iv), by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Transportation Equity Act: A Legacy for Users”.

(C) **EXCEPTION TO LIMITATION ON TRANSFERS.**—Subparagraph (B) of section 9503(b)(6) of such Code is amended by striking “June 1, 2005” and inserting “October 1, 2009”.

(2) **AQUATIC RESOURCES TRUST FUND.**—

(A) **SPORT FISH RESTORATION ACCOUNT.**—Paragraph (2) of section 9504(b) of such Code is amended by striking “Surface Transportation Extension Act of 2004, Part V” each place it appears and inserting “Transportation Equity Act: A Legacy for Users”.

(B) **BOAT SAFETY ACCOUNT.**—Subsection (c) of section 9504 of such Code is amended—

(i) by striking “June 1, 2005” and inserting “October 1, 2009”; and

(ii) by striking “Surface Transportation Extension Act of 2004, Part V” and inserting “Transportation Equity Act: A Legacy for Users”.

(C) **EXCEPTION TO LIMITATION ON TRANSFERS.**—Paragraph (2) of section 9504(d) of such Code is amended by striking “June 1, 2005” and inserting “October 1, 2009”.

(e) **EFFECTIVE DATE.**—The amendments made by this section shall take effect on the date of the enactment of this Act.

SEC. 10003. TECHNICAL CORRECTIONS REGARDING HIGHWAY-RELATED TAXES.

(a) **AMENDMENTS RELATED TO SECTION 301 OF THE AMERICAN JOBS CREATION ACT OF 2004.**—Section 6427 of such Code is amended—

(1) by striking subsection (f), and

(2) by striking subsection (o) and redesignating subsection (p) as subsection (o).

(b) **AMENDMENTS RELATED TO SECTION 853 OF THE AMERICAN JOBS CREATION ACT OF 2004.**—

(1) Subparagraph (C) of section 4081(a)(2) of the Internal Revenue Code of 1986 is amended by striking “for use in commercial aviation” and inserting “for use in commercial aviation by a person registered for such use under section 4101”.

(2) So much of paragraph (2) of section 4081(d) of such Code as precedes subparagraph (A) is amended to read as follows:

“(2) **AVIATION FUELS.**—The rates of tax specified in clauses (ii) and (iv) of subsection (a)(2)(A) shall be 4.3 cents per gallon—”.

(c) **EFFECTIVE DATE.**—The amendments made by this section shall take effect as if included in the provisions of the American Jobs Creation Act of 2004 to which they relate.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Alaska (Mr. YOUNG) and a Member opposed each will control 15 minutes.

The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume.

This is a bipartisan amendment, submitted by the gentleman from Minnesota (Mr. OBERSTAR) and me, and I urge the passage of the amendment.

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. YOUNG of Alaska. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, I support the manager's amendment. It is a delicate balance which we have reached, and we need to pass it now.

Mr. EHLERS. Chairman YOUNG and Ranking Member OBERSTAR have done an impressive job moving the transportation reauthorization so quickly in the 109th Congress. With this summer's construction season nearly upon us, it is critical that we enact a strong transportation bill prior to the current extension's expiration—May 31, 2005. It's just as critical that this legislation be fair for all States. That's why I've supported efforts to increase the rate-of-return in the minimum guarantee to 95 percent.

Keeping the scope of programs covered by TEA 21's Minimum Guarantee calculation at the TEA 21 level of 92.6 percent is an essential part of achieving improved highway funding equity.

Keeping the scope in TEA-LU consistent with current law will provide more funding to my State's core programs and help address the funding inequities for donor States.

I am pleased that the Manager's Amendment includes a new distribution formula that brings the scope of programs covered by the Minimum Guarantee closer to current law under TEA 21. Michigan and other donor States need to prevent going backwards on scope and to improve our rate of return to 95 percent.

I thank Chairman YOUNG for his cooperation with donor States on this issue. I hope to work with my colleagues to improve the rate-of-return when we get to conference with the Senate. For my State, we're depending on a higher rate of return as well as the scope improvements we're making today.

Ms. JACKSON-LEE of Texas. Mr. Chairman, I rise to commend Chairman YOUNG and Ranking Member OBERSTAR, as well as the Subcommittee leadership for their hard work in crafting the underlying legislation. However, I offer my support for the Manager's Amendment that seeks to incorporate very important initiatives that were contained in some of the amendments that were made in order by the Committee on Rules.

While the underlying bill before us proposes to provide \$620 million for some 175 high priority projects in the State of Texas, there remain issues that will pose significant problems for Houston and for Texas unless this body offers its commitment to address in the future.

Toll credits are a significant resource for transit providers because they can use them in lieu of obtaining a Federal match—thereby greatly expediting the development of major projects that serve the communities. This amendment will cripple the value of the toll credit program.

Without the revenue from toll credits, Texas will have less funding for the reduction of congestion and the improvement of air quality. In reducing an otherwise viable revenue stream, this amendment would restrict local governments like Houston from choosing the best tool to respond to local conditions and priorities. I would have voted against the amendment that would prohibit the tolling of new interstates, including the I-69 Corridor, which lacks an alternate source of financing.

I ask that the Committee on Transportation and Infrastructure continue its efforts to provide funds to complete the Interstate 69 Corridor. The termination of the Interstate Program in 1995 left no mechanism to finish the nation's few remaining incomplete Interstates such as I-69. Currently, there is no program to fund major projects which benefit the nation

as a whole but whose costs exceed states' apportioned funds. Based on these needs, I ask my colleagues to include the National Corridor Infrastructure Improvement Program and the Projects of National and Regional Significance provisions in the bill underlying today. Furthermore, I ask that the Committee include them at a funding level equal to those included in H.R. 3550.

The Manager's Amendment proposes key technical and program improvements to the underlying bill language. In particular, I support the changes to the calculation of "Revenue Aligned Budget Authority" (RABA); reestablishment of budgetary firewalls for highways and transit programs; reauthorization of the Swift Rail Act at \$100 million per year (title IX of the bill); and extension of revenue provisions approved by the Ways and Means Committee.

Moreover, I support the improvements to the bill proposed in the Manager's amendment. In particular, due to the tremendous bipartisan efforts of my colleagues, the amendment now includes language to guarantee that TEA 21's 90.5 percent Minimum Guarantee is protected, with a scope defined as no less than 92.6 percent of the highway program funds in the bill. This is a significant improvement over the bill passed by the House last year. I thank the distinguished Majority Leader for his work in ensuring that this measure will protect these provisions, allowing the House to move into conference in a stronger negotiating position toward achieving a higher MG above 90.5 percent. The Manager's Amendment makes this a better bill for Houstonians and for Texans.

I would like to offer my support for the amendment offered by Mr. DAVIS of Virginia that will ensure that tolls are applied equally to all users of toll facilities. This amendment would eliminate language in the underlying bill that requires lower tolls to be charged to low income drivers. Since the administration of differential tolls may be challenging for our existing and future toll authorities, this amendment will make important adjustments to the underlying bill.

Secondly, I support the Burgess Amendment, which would change the calculation for transportation development credits to ensure that Texas and other states with toll facilities are able to take full advantage of these credits for the benefit of our transit, highway, and highway safety programs. This proposal is vital to the provision of a pro rata calculation of the credits so that we are not penalized for using Federal dollars in our transportation development projects. I support this amendment and ask that my colleagues join me as the Gentleman brings this proposal to the floor.

Furthermore, I support the proposal of Mr. PITTS that would provide a temporary transition period for transit entities (including three in Texas) that, under the most recent Census, are now subject to the over 200,000 population prohibition on the use of transit formula dollars for operating expenses. The Pitts amendment would allow those small transit entities in this new situation to use up to 50 percent of their formula funds for operating expenses for FYs 2005 through 2007 and up to 25 percent of the formula funds for operating expenses in FYs 2008 and 2009.

In addition, I join my colleague from Texas, Mr. BARTON in the initiative of his amendment to require studies and assessments of risks to human health or the environment to use sound and objective scientific practices.

Mr. Chairman, for the foregoing reasons, I support the Manager's Amendment and urge my colleagues to do the same.

Mr. YOUNG of Alaska. Mr. Chairman, I yield back my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from Alaska (Mr. YOUNG).

The amendment was agreed to.

The Acting CHAIRMAN. It is now in order to consider amendment No. 2 printed in House Report 109-15.

□ 1145

AMENDMENT NO. 2 OFFERED BY MR. TOM DAVIS
OF VIRGINIA

Mr. TOM DAVIS of Virginia. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN (Mr. BASS). The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 2 offered by Mr. TOM DAVIS of Virginia:

Page 138, at the end of line 16, insert "and".

Page 138, line 18, strike "and" and insert a period.

Page 138, strike lines 19 and 20.

Page 145, strike line 24 and all that follows through line 5 on page 146.

Page 146, line 6, strike "(c)" and insert "(b)".

Page 146, line 15, strike "(d)" and insert "(c)".

Page 235, at the end of line 14, insert "and".

Page 235, strike lines 15 through 18.

Page 235, line 19, strike "(7)" and insert "(6)".

Page 240, at the end of line 9, insert "and".

Page 240, strike lines 10 through 13.

Page 240, line 14, strike "(6)" and insert "(5)".

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Virginia (Mr. TOM DAVIS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Virginia (Mr. TOM DAVIS).

Mr. TOM DAVIS of Virginia. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, let me address my friends on the other side, because they are aware of our traffic problems in Northern Virginia where we have tried to get infusions of money to take care of the second-largest traffic jams in the country, and we have arrived at something called the HOT lanes, these high-occupancy toll lanes that we are looking at for a public-private cooperation that we would use along the Beltway and possibly I-66.

This is a partnership. The Federal Government will fund part of it, but there is just not enough money in the highway bill, or at least we have not been able to get enough money out of the highway bill, if the gentleman would help on that there would be no need for this amendment, to build these extra lanes. We have the private sector coming in and building the lanes, and then the users do the tolls on the lanes, and that is how we lay asphalt. Because there is not enough

money at the State, local, and Federal levels to lay enough asphalt on these lanes; and so we are using tolls in some of these areas.

The current bill contains several provisions that make it difficult for us to collect tolls on the interstate highway without trying to decide how much money people make, and there is almost a means testing into who uses them. It is very, very difficult to determine how much you are going to collect to get your bonds, what percent are low income and what percent are high income, and so we basically knock that out of the current language in this legislation.

I support the provisions that allow the high-occupancy tolls, but I am concerned about the requirement for States to establish procedures to permit low-income individuals to pay reduced tolls. These are user fees. These are not taxes. This requirement would impose unmanageable requirements on those States who would otherwise like to make use of these tolling provisions, and in our case it is the only way we can lay down new pavement.

The Commonwealth of Virginia now seeks to use toll provisions to finance several important projects, including widening of the Capital Beltway, adding HOT lanes to I-95, and adding dedicated truck lanes on I-81 in the Shenandoah Valley. The Capital Beltway HOT lane proposal, which would greatly benefit my constituents, as an example, is a public-private partnership. In addition, the I-81 partnership is another example. These partnerships are increasingly important as Virginia and, I think, other States in the Union grapple with massive infrastructure needs that are not met, even though this bill will help toward our final results.

In this instance, the ability of tolls on a HOT lane to pay for construction has been determined by cost-benefit analysis, which would be skewed by some users not paying the full toll. As we look for these public-private partnerships to take over construction of some road projects, it is important not to set a precedent for eliminating or reducing tolls which could affect bond financing.

In addition, the cost of a bureaucracy to administer a reduced-toll program would add tremendously to the cost of operating a toll facility and I believe would provide a strong disincentive for private investment. The existence of automated tolling technologies does not address the issue. The most fundamental question is how the Department of Transportation would determine the income. It seems to me this would be extraordinarily problematic and would make tolling an impractical option.

Tolls are user fees, not taxes. There are currently no tolling facilities in the country that provide an income-based discount. Furthermore, no other highway-user expenses are regulated by the Federal Government to require dis-

counts based on income: not the gas tax, not the price of automobiles, and not the price of auto insurance. Why do we single out tolls?

Finally, I want to make clear that while I do not think that income-based tolling is a viable solution, my amendment would not stop anybody from doing it. The Governor of Virginia does not think it is practical, but the Governor of another State might have another view, and that flexibility would remain in this legislation if my amendment passes.

Frankly, I would be interested in seeing how a State might implement income-based tolling. But this provision would amount to a considerable mandate upon the States, a mandate I do not believe we should add to their already full plate with growing transportation infrastructure needs. This just takes some of the flexibilities we are trying to employ outside the box now off the table.

So, Mr. Chairman, I would hope the House would adopt this amendment.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, how much time remains for the gentleman from Virginia?

The Acting CHAIRMAN. The gentleman from Virginia (Mr. TOM DAVIS) has 1 minute remaining.

Mr. OBERSTAR. Mr. Chairman, I claim the time in opposition to the gentleman's amendment, and I yield myself 4 minutes.

We have waited patiently for the gentleman to arrive, and recognize that he has, like all of us, many demands on his time. I am glad the gentleman is here to offer his amendment, and we understand the problems in this committee of Northern Virginia, which the gentleman so ably represents.

In the fashioning of TEA-21, along with the gentleman's Senator, Senator WARNER, and former Chairman Shuster, we supported the Wilson Bridge, which all of America contributed out of the Highway Trust Fund over \$900 million. This is the only bridge of its kind in the country to get that kind of special consideration. We recognize, and I have watched the growth of toll facilities in the Dulles access corridor. I understand those problems that this growth-bedeviled area has had to cope with.

However, there is a very serious problem here of low-income people living in an area distant from the job. My daughter worked at Jubilee Jobs in the Adams-Morgan area in D.C. placing people who came out of homeless shelters, people who had just been released from prison, people who, through, in many cases, no fault of their own, had just fallen through the welfare safety net. There were a number of jobs available for those people out at Dulles Airport, but they could not afford to drive. There is no public transportation for them to take to get out to Dulles Airport to match the person with the job. Their jobs went unanswered and people

went jobless because of the cost of transportation.

In Chicago, Chicago experienced white flight to the suburbs. The suburbs needed people to perform work in stores, in homes, in facilities, hospitals, and nursing homes; but the workers were in the city. Chicago initiated a welfare-to-work program to provide compensation for those who would still live in their neighborhoods in the city, but provide the jobs in the suburbs. For every thousand jobs in the suburbs a \$10 million economic benefit resulted.

Now, Chicago could set up a very simple process of matching the welfare workers, the welfare-level workers to the jobs and provide assistance to them. So can Virginia. So can other States. There is no need to say, oh, there is going to be a huge bureaucracy created. It is a very simple process. A person comes in and shows their immediate basis and applies for the assistance, applies for whatever designation is required, the FAST pass or the designation to get through the toll facility. It does not cost anything additional. And if there is a derogation of dollars to the toll facility, then the State in the public interest can make that up.

All we are saying in the legislation pending is that low-income people pay a higher percentage of their household income for transportation than other income groups, and tolling facilities should not drive people out of the job marketplace.

Mr. Chairman, I reserve the balance of my time.

Mr. TOM DAVIS of Virginia. Mr. Chairman, I yield 30 seconds to the gentleman from Virginia (Mr. MORAN), my colleague and friend from Northern Virginia.

Mr. MORAN of Virginia. Mr. Chairman, I support this amendment. Governor Warner of Virginia has contacted us in support of Mr. DAVIS's amendment because he does not see how exempting low-income people from having to pay is enforceable.

I fully agree with the gentleman from Minnesota (Mr. OBERSTAR), my very good friend, that we do not want to put people in situations that they cannot afford, particularly the working class that we are trying to provide adequate transportation for, so that they can get to work in a timely manner.

In so many of our States, however, I certainly know in Northern Virginia, we do not have a way to move anybody unless we can figure out some more innovative way, and these HOT lanes do seem to give us the means to provide more transportation access. And I do not see how it is enforceable to do what the gentleman from Minnesota wants to do.

Mr. TOM DAVIS of Virginia. Mr. Chairman, I yield myself the balance of my time.

Let me say to my friend, if you really want to help poor people, build additional lanes of traffic and get some of

the traffic off the road so they can get onto the conventional lanes. That is what this does.

This is the only way we have found to lay new pavement in Northern Virginia, unless we can come up with billions more dollars that we cannot get into this bill. Poor people would still be able to use existing roads to get there. This will divert traffic that is currently on those roads into other lanes as well.

I agree with the gentleman in terms of the impact that this has on low-income families, but I think the current language is not the way to do it; and I kindly ask for favorable consideration of my amendment.

□ 1200

Mr. OBERSTAR. Mr. Chairman, the language in the bill just directs States to establish a program and procedures. All you have to do is issue a pass to the individuals based on their qualification as a low-income person and use the pass to get through the tolling facility. That is all we are saying.

Otherwise, those toll facilities produce Lexus lanes, produce Mercedes and Hummer lanes, who will whiz through while the poor folk cannot afford to get through. I know from personal experience. I have traveled around this country to areas where we have those problems, either some communities have responded by investing in transit systems so that low-income people, as in Sacramento, 3,200 low-income persons were able to use their transit system to get to jobs.

You are not doing that in Northern Virginia for various reasons. I concur with what the gentleman says, another \$90 billion invested in transportation, as this committee introduced the bill in its original form, would take care of this problem. But we must insist on the committee position and defeat the gentleman's amendment.

Ms. JACKSON-LEE of Texas. Mr. Chairman, I rise to strongly oppose the Davis of Virginia amendment to TEA-LU, which would remove the requirement that toll rates on high occupancy toll lanes be differentiated for low income drivers. I find it unfortunate that Members of this body would offer amendments to this legislation that effectively say that lower income individuals are on the same financial footing as those who are in upper income brackets.

The fact is that we as Americans have decided that those who make less, share less of the burden to bring revenue into our local, State, and Federal government. Indeed, we all know that we are taxed based on our income and value of our possessions. In the same vein, tolls that will go towards paying for public transportation projects, should have some variability based on the income of drivers. This principle is applied throughout our economic practices and it is a fair principle because we recognize that unduly burdening lower income individuals will only weaken our national economy.

The fact is that lower income Americans depend on their automobiles the same way higher income Americans do. Lower income Amer-

icans often need their cars to reach jobs they can't otherwise reach through public transportation. They use their cars to transport their families and take part in commerce that would otherwise be unavailable to them without their own private transportation. However, if we insist on making lower income drivers pay the same tolls as higher income drivers then we make the cost of transportation more prohibitive for lower income Americans. These drivers already have to deal with the soaring costs of fuel and the high premiums they pay to maintain car insurance. If we also burden them with high tolls then we will keep them from achieving their potential and we can only hurt our overall society that benefits from lower unemployment and increased commerce.

I urge the Members of this body to reject this amendment because it only seeks to create a larger burden upon lower income Americans. We must all be given a chance to achieve the American Dream and this dream is made harder for too many lower class Americans when we unfairly raise the level of their tolls.

The Acting CHAIRMAN (Mr. BASS). The question is on the amendment offered by the gentleman from Virginia (Mr. TOM DAVIS).

The question was taken; and the Acting Chairman announced that the ayes appeared to have it.

Mr. OBERSTAR. Mr. Chairman, I demand a recorded vote, and pending that, I make the point of order that a quorum is not present.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Virginia (Mr. TOM DAVIS) will be postponed.

The point of no quorum is considered withdrawn.

The Acting CHAIRMAN. It is now in order to consider Amendment No. 3 printed in Part B of House Report 109-15.

AMENDMENT NO. 3 OFFERED BY MR. BURGESS

Mr. BURGESS. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 3 offered by Mr. BURGESS:

At the end of subtitle H of title I of the bill, add the following (and conform the table of contents of the bill accordingly):

SECTION 1838. TRANSPORTATION DEVELOPMENT CREDITS.

Section 120(j)(1) of title 23, United States Code, is amended—

(1) by striking "A State" and inserting the following:

"(A) IN GENERAL.—A State"; and

(2) by striking the last sentence and inserting the following:

"(B) SPECIAL RULE FOR USE OF FEDERAL FUNDS.—If the public, quasi-public, or private agency has built, improved, or maintained the facility using Federal funds, the credit under this paragraph shall be reduced by a percentage equal to the percentage of the total cost of building, improving, or maintaining the facility that was derived from Federal funds.

"(C) FEDERAL FUNDS DEFINED.— In this paragraph, the term 'Federal funds' does not include loans of Federal funds or other finan-

cial assistance that must be repaid to the Government.".

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Texas (Mr. BURGESS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas (Mr. BURGESS.)

Mr. BURGESS. Mr. Chairman, I yield myself such time as I may consume.

The amendment that I offer today addresses an important issue of fairness, flexibility and opportunity according to how we finance our Nation's transportation systems.

I believe that States should be credited for their non-Federal investment in revenue-generating transportation facilities to address their regional transportation needs. As of 2003, 20 States have applied to the Federal Highway Administration for Federal credits based on their toll revenue as authorized under Section 120(J) of Title 23 of the United States Code.

This program allows States to accumulate these Federal credits in recognition of their non-Federal investment in local transportation facilities. In the past 10 years, some \$14 billion in Section 120(j) credits have been accumulated by these States. The accumulation of these Federal credits reflects the level of commitment that States and localities nationwide are making to find non-Federal solutions to their growing transportation needs.

The creation of this program in the 1991 ISTEA legislation recognizes the importance of these efforts. The use of non-Federal revenues for needed transportation facilities is not a new concept. States and localities for decades have turned to revenue-generating forms of project financing to address their tremendous transportation financing needs.

Especially today, given the tight fiscal situation that many States and localities face, the use of transportation facilities that pay for themselves without additional Federal funding is essential. This amendment changes the calculation of the section 120(j) credits to reflect the proportionate State and local investments in revenue-generating transportation facilities.

Why is this important, and why do we need to make this change in the bill today? In my home State of Texas, we have entered into a new era of transportation project development, delivery and financing. With the introduction of new State and local transportation financing tools, Texas will be able to accelerate projects that have been needed for years, leveraging transportation funds that are currently available to finance additional projects today rather than tomorrow and decades in the future.

These new tools allow my home State to include new financing partners, like the private sector and new regional mobility authorities in solving Texas' transportation challenges.

In order to take full advantage of these new tools, we must make the

most effective use of our available transportation dollars, both local, State and Federal. To that end, we expect to use some Federal funds in nearly every major transportation mobility project that we build. However, the current system is untenable. For instance, a State may use 99 percent of non-Federal funds on a needed transportation project, but under the current credit calculation that State cannot receive any credit for that investment because of the use of 1 percent Federal funds in the project.

This is an unfair penalty. It must be changed to properly recognize the local and State share of investments in meeting our transportation needs.

Currently, 20 States are using 120(j) credits to finance needed transportation projects. Ohio uses toll credits to match GARVEE bonds on projects and shares with local government for both highway and transit projects.

New Jersey has used approximately \$860 million of \$1.9 billion in approved toll credits for approved highway projects.

Florida is using many credits on Federal aid projects so that most of its Federal highway programs are 100 percent Federally funded. Projects include the new Everglades Parkway, the Pinellas County Bayway, Beeline East Expressway and the Sunshine Skyway.

Kentucky will use toll credit as a match on the Federal highway projects releasing about 100 million per year.

Mr. BURGESS. Mr. Chairman. I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I claim the time in opposition. How much time remains for the gentleman from Texas?

The Acting CHAIRMAN. The gentleman from Texas has 1 minute.

Mr. OBERSTAR. Mr. Chairman, I yield myself 4 minutes.

This amendment really crosses the line on tolling. I have always believed tolls are a bad idea, but if a State wants to do that and citizens want to subject themselves to toll facilities, that is their business.

But on the interstate highway system, we have a very effective financing mechanism through the Highway Trust Fund and through the national highway system. Again, the Highway Trust Fund supports construction of needed transportation facilities.

But to mix Federal funds with tolls is anathema to the idea of a publicly supported transportation system through our Highway Trust Fund and the user fee.

I could understand if the gentleman from Texas (Mr. BURGESS) were advocating and others were advocating tolls and toll-only facilities. But to cross the line and mix Highway Trust Fund dollars with toll funds to encourage building of toll facilities to indirect competition with toll-free highways, just does not make any sense at all.

In fact, there is an example in the State of California where a toll operator persuaded the State legislature to

enact authority to build a toll facility but then prohibited the public sector from building additional capacity in the same corridor in the adjoining public roadway.

The toll was built; it did not work. It was on the verge of bankruptcy. At the same time, the State was ready to build additional lanes on the public facility. The toll operator took the State to court and prevailed against building the publicly-free facility, so the State wound up buying the toll facility and building additional lanes.

Mr. Chairman, I reserve the balance of my time.

Mr. BURGESS. Mr. Chairman, I yield 45 seconds to the gentleman from Texas (Mr. MARCHANT) and state that this amendment does nothing of the sort as to what happened in California.

Mr. MARCHANT. Mr. Chairman, I thank the gentleman from Texas (Mr. BURGESS) for introducing this amendment and for the gentleman's hard work over the last 2 years on transportation issues in Texas.

Under current law, even if \$1 of Federal money is spent towards a State toll project, no transportation development credits will be accrued by the State. In other words, not only does the Federal Government punish States for investing in toll facilities, it also prevents them from using transportation development credits which would have been accumulated for the use and purchase of transit capital such as buses and transit cars.

The United States has a 50-year-old highway system put under enormous strain by our population. Combine that with the fact that there is simply not enough money to go around for highways and transit programs, and there is a large gap between our country's transportation needs and that which can be provided under current funding. I urge my colleagues to support this amendment.

Mr. BURGESS. Mr. Chairman, I urge my colleagues to vote for this amendment, and I yield back the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I yield myself the balance of my time.

To push the idea of toll facilities in the direction of merging Federal highway trust fund dollars with toll dollars is just anathema to the whole concept of a publicly supported transportation network. We should not allow this type of initiative in tolling.

If Members want to have tolls, do it the old-fashioned way and use the toll dollars and create Lexus lanes and create Mercedes lanes, but do not use the public dollars to merge with the toll facility dollars and create a severe disparity and discrimination against publicly built toll facilities.

Remember the California example; that is what will happen here. We will have others of that nature. I urge a "no" vote on this amendment.

Ms. EDDIE BERNICE JOHNSON of Texas. Mr. Chairman, the amendment before us is about increasing financial flexibility.

Toll credits allow the expenditure of non-federal funds on one project to serve as the match on another project.

The benefit of having toll credits is to enable various transportation projects to exchange a toll credit for non-federal share of a project's cost.

This measure does not render a good house keeping seal of approval on tolls, but it does recognize that States like Texas, that are experiencing significant increases in population and diminishing roadway capacity, are able to better leverage their transportation dollars.

I have heard from my State, and others that utilize tolling, repeatedly, on how this toll credit development will better equip them in addressing challenges now and in the long run.

Mr. OBERSTAR. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from Texas (Mr. BURGESS).

The question was taken; and the Acting Chairman announced that the yeas appeared to have it.

Mr. BURGESS. Mr. Chairman, I demand a recorded vote.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Texas (Mr. BURGESS) will be postponed.

It is now in order to consider amendment No. 4 printed in House Report 109-15.

AMENDMENT NO. 4 OFFERED BY MR. BURGESS

Mr. BURGESS. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 4 offered by Mr. BURGESS:

Strike section 1501 of the bill, and insert the following (and conform the table of contents of the bill accordingly):

SECTION 1501. DESIGN-BUILD CONTRACTING.

(a) IN GENERAL.—Section 112(b)(3) of title 23, United States Code, is amended to read as follows:

“(3) DESIGN-BUILD CONTRACTING.—

“(A) IN GENERAL.—A State transportation department or local transportation agency may use design-build contracts for development of projects under this chapter and may award such contracts using any procurement process permitted by applicable State and local law.

“(B) LIMITATION ON WORK TO BE PERFORMED UNDER DESIGN-BUILD CONTRACTS.—Construction of permanent improvements shall not commence under a design-build contract awarded under this paragraph before compliance with section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332).

“(C) SCOPE OF WORK.—The scope of the contractor's work under a design-build contract awarded under this paragraph may include assistance in the environmental review process for the project, including preparation of environmental impact assessments and analyses, if such work is performed under the direction of, and subject to oversight by, the State transportation department or local transportation agency and the State transportation department or local transportation agency conducts a review that assesses the objectivity of the environmental assessment, environmental analysis, or environmental

impact statement prior to its submission to the Secretary.

“(D) PROJECT APPROVAL.—A design-build contract may be awarded under this paragraph prior to compliance with section 102 of the National Environmental Policy Act of 1969, only—

“(i) upon request by the State transportation department or local transportation agency;

“(ii) with the concurrence of the Secretary in issuance of the procurement documents and any amendments thereto and in award of the contract and any amendments thereto; and

“(iii) if project approval will be provided after compliance with section 102 of the National Environmental Policy Act of 1969.

“(E) EFFECT OF CONCURRENCE.—Concurrence by the Secretary under subparagraph (D) shall be considered a preliminary action that does not affect the environment.

“(F) DESIGN-BUILD CONTRACT DEFINED.—In this section, the term “design-build contract” means an agreement that provides for design and construction of a project by a contractor, regardless of whether the agreement is in the form of a design-build contract, a franchise agreement, or any other form of contract approved by the Secretary.”.

(b) REGULATIONS.—Not later than 90 days after the date of enactment of this Act, the Secretary shall issue regulations that amend the regulations issued under section 1307(c) of the Transportation Equity Act for the 21st Century (23 U.S.C. 112 note). The regulations—

(1) shall allow a State transportation department or local transportation agency to use any procurement process permitted by applicable State and local law in awarding design-build contracts, including allowing unsolicited proposals, negotiated procurements, and multiple requests for final proposals; except that the Secretary may require reasonable justification to be provided for any sole source procurement; and

(2) may include “best practices” guidelines;

(3) shall not preclude State transportation departments and local transportation agencies from allowing proposers to include alternative technical concepts in their “base” proposals;

(4) shall not preclude State transportation departments and local transportation agencies from issuing a request for proposals document, proceeding with award of a design-build contract, or issuing a notice to proceed with preliminary design work under such a contract prior to compliance with section 102 of the National Environmental Policy Act of 1969 (42 U.S.C. 4332) if the design-build contractor is not authorized to proceed with construction of permanent improvements prior to such compliance; and

(5) shall provide guidelines regarding procedures to be followed by the State transportation department or local transportation agency in their direction of and oversight over any environmental impact assessments or analyses for the project which are to be prepared by the contractor or its affiliates.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Texas (Mr. BURGESS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas (Mr. BURGESS).

Mr. BURGESS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I intend to ask unanimous consent to withdraw this amendment, but before I do, I would like to

engage the gentleman from Alaska (Chairman YOUNG) in a brief colloquy on this issue.

Mr. Chairman, in 1998 Congress passed TEA-21. And as enacted, TEA-21 contained congressional intent and guidance language to the United States Department of Transportation to implement design-build contracting rules. But, Mr. Chairman, the final rules did not mirror Congress’ intent in the slightest.

H.R. 3, as introduced and passed by the committee, included section 1501 on design-build, and I thank the chairman, the ranking member, and the committee staff for recognizing the level of importance that design-build holds in the reauthorization debate. However, the language currently in the bill does not repair conflicts in the law.

My concern is that the Federal Government has been slow to respond to initiatives at the State level that advance those goals. Current Federal rules dampen the efficiency of design-build with a complicated procurement process, taking the wind out of the sails of innovation.

Federal processes still favor a consecutive approach to project development, requiring separate environmental review, design and construction contracts. This causes unnecessary delay, added cost and reduced efficiencies in delivering critical transportation projects.

I want to work with the committee in conference to repair the design-build law so States can benefit from its intended efficiency.

Mr. Chairman, the gentleman from Alaska has visited my State, and I am grateful for that. The gentleman has heard from our constituents and our commissioners and our governor. This is necessary to take our work to the next level. Sure we talk about changing funding formulas, but that alone is not enough to satisfy everyone, and we all know that. All I am asking for is a chance to show that we can be innovative in using the limited funds that we receive.

Mr. YOUNG of Alaska. Mr. Chairman, will the gentleman yield?

Mr. BURGESS. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Chairman, I agree with the goals of the gentleman from Texas, and I look forward to working with the gentleman’s entire delegation to meet these goals in conference.

Mr. BURGESS. Mr. Chairman, I ask unanimous consent to withdraw the amendment.

The Acting CHAIRMAN. Is there objection to the request of the gentleman from Texas?

There was no objection.

□ 1215

The Acting CHAIRMAN (Mr. ADERHOLT). It is now in order to consider amendment No. 5 printed in House Report 109-15.

AMENDMENT NO. 5 OFFERED BY Mr. ISSA

Mr. ISSA. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 5 offered by Mr. ISSA:

At the end of section 1208 of the bill, insert the following:

(d) SENSE OF CONGRESS.—It is the sense of Congress that the Secretary and the States should provide additional incentives (including the use of high occupancy vehicle lanes on State and Interstate highways) for the purchase and use of hybrid and other fuel efficient vehicles, which have been proven to minimize air emissions and decrease consumption of fossil fuels.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from California (Mr. ISSA) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from California (Mr. ISSA).

Mr. ISSA. Mr. Chairman, I yield myself such time as I may consume. I am hopeful and believe that there will be no opposition to this well-crafted, narrowly crafted amendment to this legislation.

I want to thank Chairman YOUNG and the members of the committee who helped make this a very good amendment. This amendment, Mr. Chairman, seeks to empower our States when they have excess capacity in their HOV lanes to use that capacity to encourage and promote the superlow-emissions hybrid vehicles that are just emerging on our highways today. California and other States have passed laws in anticipation of our doing our job to allow this. I believe that it will promote superlow emissions, higher-efficiency vehicles for a period of only 4 years to give this an opportunity.

I would urge all of our colleagues to bear in mind that when we authorized HOV lanes, we did so for two purposes: one was to reduce congestion; the other was to save fuel. Hybrid vehicles do an excellent job of saving fuel. I urge my colleagues to vote for this amendment.

Mr. CARNAHAN. Mr. Chairman, I rise today in support of the Issa amendment.

Quite simply, the increased use of fuel efficient vehicles is a boon to our country.

Hybrid vehicles benefit our environment. Our cities and towns are being choked by smog. The increased use of hybrid vehicles would reduce this problem.

Hybrid vehicles also benefit our economy. The Ford Escape Hybrid is assembled in my home State of Missouri. Sales for the Escape hybrid have been so strong that this plant cannot keep up with demand. This plant provides thousands of good paying jobs here in the United States.

I assure you that if you ask the workers in that plant if they support increased incentives for the purchase of hybrid vehicles, their answer would be a resounding “yes.”

Finally, vehicles that reduce our use of gasoline mean greater energy security for our country, and less U.S. dollars going to countries with hostile regimes.

The increased use of hybrid vehicles is truly a win-win situation and I urge my colleagues to support this amendment.

Mr. ISSA. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from California (Mr. ISSA).

The amendment was agreed to.

VACATING PRIOR PROCEEDINGS ON AMENDMENT
NO. 3 OFFERED BY MR. BURGESS

Mr. OBERSTAR. Mr. Chairman, I ask unanimous consent that the proceedings by which the request for a recorded vote on the amendment offered by the gentleman from Texas (Mr. BURGESS) was considered be vacated and the vote be put anew.

The Acting CHAIRMAN. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from Texas (Mr. BURGESS).

The amendment was agreed to.

The Acting CHAIRMAN. It is now in order to consider amendment No. 6 printed in House Report 109-15.

AMENDMENT NO. 6 OFFERED BY MR. PASCRELL

Mr. PASCRELL. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 6 offered by Mr. PASCRELL:

After section 1108 of the bill, insert the following (and redesignate subsequent sections, and conform the table of contents, of the bill accordingly):

SEC. 1109. PAY TO PLAY REFORM.

Section 112 of title 23, United States Code, is amended by adding at the end the following:

“(h) CONSTRUCTION.—Nothing in this section may be construed to prohibit a State from enacting a law or issuing an order that limits the amount of money an individual, who is doing business with a State agency for a Federal-aid highway project, may contribute to a political campaign.”.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from New Jersey (Mr. PASCRELL) and the gentleman from Wisconsin (Mr. PETRI) each will control 5 minutes.

The Chair recognizes the gentleman from New Jersey (Mr. PASCRELL).

Mr. PASCRELL. Mr. Chairman, I yield myself such time as I may consume.

The so-called “pay-to-play” restrictions, Mr. Chairman, enacted in many States like Connecticut, New Jersey, Pennsylvania, Illinois, South Carolina, Kentucky and West Virginia, for instance, there is a threat which is real; and whether it is real or whether it is apparent, we need to stamp out corruption. We have come to an agreement in the State of New Jersey. We have come to bipartisan support of an attempt by both sides of the aisle to end corruption as not only we know it because neither party is privy to virtue, neither State is privy to corruption.

What we are trying to do here is look at what is the result of large political contributions from contractors who try to influence the awarding of public contracts. Mr. Chairman, there is Fed-

eral precedent for this, and I would venture to say that we all in this Chamber should be reading what that precedent is. This does not open up a Pandora's box. This is simply providing States the ability to clean up their own act, to reform their own government, and to give those people an opportunity to bid in a more apparent, transparent process.

Mr. Chairman, the Federal Highway Administration argued that the New Jersey order violated section 112 of title XXIII, a provision dealing with bid-letting. This amendment intends to support what New Jersey has attempted to do to open up the bid process, not to close it down, not to shrink it, but rather to expand it so that there is more transparency.

Why should the Federal Government stop those States who want to end the process of corruption in their contract-letting? Why should this Federal Government, which has our own rules, the SEC was a perfect example of this just a few years ago, that if you are going to contribute, then you need to stay out of the process of bidding. This passed in the New Jersey Assembly 78-0. It passed in the New Jersey Senate 34-0. It is bipartisan.

Mr. Chairman, I yield to the gentleman from New Jersey.

Mr. LOBIONDO. Mr. Chairman, I would like to thank the gentleman from New Jersey (Mr. PASCRELL) who has worked very hard on this issue and I have joined with him. I appreciate the work that he has done.

Let me say in starting that the vast majority of contractors in my State, in the State of New Jersey, are hard-working, ethical people who do good work and do the right thing. The real problem we have in New Jersey is that some public officials more interested in helping themselves than working to improve transportation infrastructure in the State have influenced the situation.

The good news is that Trenton is finally trying to do something about it. The legislature has enacted reforms, as the gentleman from New Jersey (Mr. PASCRELL) has discussed on this particular issue. I wish the State had provided the Federal Highway Authority with the cost savings they say exist, as I understand that that may have solved the problem and we maybe would not have had to do this today. Unfortunately, that is in the past; and we have to deal with the situation as it is.

I am strongly supporting this amendment and will join with the gentleman from New Jersey (Mr. PASCRELL) in voting for this amendment, because New Jersey desperately needs every penny of Federal highway and transit dollars and should not be penalized for trying to do the right thing. That is what it is all about: New Jersey is trying to do the right thing.

Mr. PASCRELL. Mr. Chairman, reclaiming my time, the Pascrell-Menendez-LoBiondo amendment only impacts States that choose to pass a pay-to-

play reform law. This is a win-win for both sides. I cannot emphasize that enough. How many times have we come to this Chamber when we try to get it over on the other side? That is natural in politics.

This is a win-win for both sides, not only in New Jersey but throughout the country. I ask for the support of this body. I think this is good legislation, I think the amendment makes sense, and it is backed up by Federal law.

Mr. Chairman, I yield the balance of my time to the gentleman from New Jersey (Mr. MENENDEZ).

Mr. MENENDEZ. Mr. Chairman, three quick points. This does not require any State to do anything. It simply allows a State to perform a reform in the context of contracting. We recognize this already under Federal law in section 441 of the Federal highway bill. The SEC has done the same type of thing in its context. No State should be prohibited from enacting reforms as it relates to improving the integrity of public contracting in their State. It will not apply to any Federal officeholder, but it will allow States ultimately to pursue reforms in the context of contracting and the integrity of its process.

We should support the amendment.

Mr. PETRI. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I think what we are seeing here is certainly a very well-meaning amendment designed to correct a problem in the State of New Jersey; but if it is adopted, what we will find is the law of unintended consequences coming into play.

We have a Federal framework. The goal of that framework is to have competitive bidding and to end up getting the lowest qualified bid to save the taxpayer money and get the work done. Many of these projects cross State lines. Contractors work all over the United States. If we start allowing each State to come up with different bidding procedures and qualifications that contractors have to meet in order to participate in the bidding, it is inevitably going to add to paperwork and end up resulting in higher-cost construction across our country and less for the hard-earned tax dollars that are spent on transportation here in the United States.

We are not arguing there may not be a problem in New Jersey. We are not arguing that it should be cleaned up. We are eager to work with the Members from New Jersey to try to have hearings or to promote investigations, do what we can to help clean up the situation in New Jersey, but not at the expense of weakening the system of competitive bidding nationwide that is designed to promote as efficient a procurement process as possible.

Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from New Jersey (Mr. PASCRELL).

The amendment was agreed to.

The Acting CHAIRMAN. It is now in order to consider amendment No. 7 printed in House Report 109-15.

AMENDMENT NO. 7 OFFERED BY MR. ROGERS OF MICHIGAN

Mr. ROGERS of Michigan. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 7 offered by Mr. ROGERS of Michigan:

At the end of title II of the bill insert the following (and conform the table of contents accordingly):

SECTION 2013. SAFE INTERSECTIONS.

(a) IN GENERAL.—Chapter 2 of title 18, United States Code, is amended by adding at the end the following:

“§ 39. Traffic signal preemption transmitters

“(a) OFFENSES.—

“(1) SALE.—A person who knowingly sells a traffic signal preemption transmitter in or affecting interstate or foreign commerce to a person who is not acting on behalf of a public agency or private corporation authorized by law to provide fire protection, law enforcement, emergency medical services, transit services, maintenance, or other services for a Federal, State, or local government entity, shall, notwithstanding section 3571(b) of title 18, United States Code, be fined according to this title, imprisoned not more than 1 year, or both.

“(2) USE.—A person who makes unauthorized use of a traffic signal preemption transmitter in or affecting interstate or foreign commerce shall be fined according to this title, imprisoned not more than 6 months, or both.

“(b) DEFINITIONS.—In this section, the following definitions apply:

“(1) TRAFFIC SIGNAL PREEMPTION TRANSMITTER.—The term ‘traffic signal preemption transmitter’ means any mechanism that can change or alter a traffic signal’s phase time or sequence.

“(2) UNAUTHORIZED USE.—The term ‘unauthorized use’ means use of a traffic signal preemption transmitter by a person who is not acting on behalf of a public agency or private corporation authorized by law to provide fire protection, law enforcement, emergency medical services, transit services, maintenance, or other services for a Federal, State, or local government entity. The term ‘unauthorized use’ does not apply to use of a traffic signal preemption transmitter for classroom or instructional purposes.”.

(b) TABLE OF SECTIONS.—The table of sections for chapter 2 of title 18, United States Code, is amended by adding at the end the following:

“39. Traffic signal preemption transmitters.”.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Michigan (Mr. MIKE ROGERS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Michigan (Mr. ROGERS).

Mr. ROGERS of Michigan. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, I want to thank the committee today for taking up this very important piece of legislation. It may be innocuous in the grand scheme of this important bill that we are about to pass, setting the transportation

needs for the rest of America, but we have a growing problem that this amendment will address, traffic preemption devices. They are devices that will change the signal as you are driving in your car remotely from your vehicle. Currently used by law enforcement and emergency vehicle services to conduct their business and get to the place they need to in the most safe manner possible, it is now being offered on the Internet and other places and getting in the hands of those who would seek to do harm.

One can imagine in the hands of a bank robber trying to escape, changing the light scheme on his way out of town. One can imagine the frustrated congestion that someone might engage in Washington, D.C. or any other large city, the convenience of just pushing the button and changing the light. One can imagine a terrorist act and what harm and devastation they could cause to emergency vehicle response to their ability to get in and to get out of a place quickly.

□ 1230

The dangers of this are real, the dangers are growing. This amendment would simply apply some common sense and make it illegal for those who are selling this on the Internet, for those who are in possession of this, who should not be. I think it is crucial.

Mr. PETRI. Mr. Chairman, will the gentleman yield?

Mr. ROGERS of Michigan. I yield to the gentleman from Wisconsin.

Mr. PETRI. Mr. Chairman, I just want to compliment the gentleman for being an alert legislator. Technology creates new possibilities for mischief as well as for good. The gentleman has spotted a problem, and we thank the gentleman for calling it to our attention. We support the amendment, and I believe it will be adopted without opposition.

Mr. ROGERS of Michigan. Mr. Chairman, reclaiming my time, I thank the chairman for working with us on this.

I do want to thank the Committee on Transportation and Infrastructure and the Committee on the Judiciary for working with us, the Committee on Rules, and Senator DEWINE for working with me on this amendment and offering the same in the Senate.

I also want to thank my staff member, Heather Keiser, who has been passionate about traffic safety and working on intelligent technology systems. She has been passionately involved in these types of activities, who actually raised the flag and said this is a problem and it needs to be fixed for the safety and security of our local Americans and our local emergency service personnel. I thank her as well. She is getting ready to leave this week, so this is a great way for her to go out on such a high note, I think, making an important difference.

Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN (Mr. ADERHOLT). The question is on the

amendment offered by the gentleman from Michigan (Mr. ROGERS).

The amendment was agreed to.

The Acting CHAIRMAN. It is now in order to consider Amendment No. 8 printed in House Report 109-15.

AMENDMENT NO. 8 OFFERED BY MR. PITTS

Mr. PITTS. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 8 offered by Mr. PITTS:

In the matter proposed to be inserted as paragraph (1) of section 5307(b) of title 49, United States Code, by section 3008(c)(1) of the bill—

(1) strike “and” at the end of subparagraph (C); and

(2) strike the period at the end of subparagraph (D) and insert “; and” and the following:

“(E)(i) in the case of fiscal years 2005 through 2007, 50 percent of the operating cost of equipment and facilities for use in mass transportation in an urbanized area with a population of more than 200,000 if the transit system with respect to which the grant is being made operates in an urbanized area that exceeded 200,000 in population according to the 2000 Census; or

“(ii) in the case of fiscal years 2008 and 2009, 25 percent of the operating cost referred to in clause (i).

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Pennsylvania (Mr. PITTS) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. PITTS).

Mr. PITTS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, under current law, when an urbanized area exceeds 200,000 in population, the transit system serving the area not only receives less Federal transit funding, but also loses their flexibility to use Federal transit funds to meet unique local transit needs.

The 2000 Census was the first census carried out under this law, and we are now seeing the consequences of this law, which uses an arbitrary and outdated threshold that was really first established and used in the 1950s.

Today it is hurting our Nation’s most thriving communities. Fifty-two small transit systems across the Nation and the communities they serve face a financial crisis that they are not equipped to handle. That means more than 11 million people across the country will have their public transit service affected.

These systems will have to cut routes and raise fares in the hope of making ends meet. But for most, even that will not be enough. This will hurt passengers who rely on transit, workers who need to get to their jobs, elderly who need to get to the grocery store or pharmacy and, in my district, particularly the Amish, who rely on transit because it is against their religion to own cars.

We need to give these transit systems time to find alternative funding solutions at the State and local levels. My

amendment allows these small transit systems, only 52 of them, to have flexibility in using 50 percent of their Federal transit funds through the year 2007 and then reduces that 25 percent for 2008 and 2009.

This is the least we can do for these systems that are servicing some of the healthiest growing communities across the country.

Two systems in my districts, Red Rose Transit and BARTA in Reading are facing a financial crisis because of this law. We should not punish healthy systems in growing communities.

Mr. Chairman, I appreciate the chairman's support for holding these systems harmless over the past couple of years. However, due to the uncertainty surrounding this year and the transportation programs throughout the country, these small systems have not been able to find local solutions. We need more time, and I urge Members to support the amendment.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I rise in opposition to the amendment.

The Acting CHAIRMAN. The gentleman from Minnesota (Mr. OBERSTAR) is recognized for 5 minutes.

Mr. OBERSTAR. Mr. Chairman, I yield myself 2 minutes.

Mr. Chairman, the gentleman from Pennsylvania has made a very strong case for the issue which he presents with this amendment, and we in the committee have worked with the gentleman and his staff to allow transit systems in urbanized areas to retain flexibility in the use of Federal transit formula funds, and I thought we had worked out throughout the development of TEA-LU the extension that the gentleman was seeking to extend the period of flexibility for urbanized areas to use Federal funds for operating assistance through this year, which is half the time before the next census.

More than 50 urbanized areas have been eligible to use their transit grants for operating expenses, but apparently the gentleman wants to go further than we agreed in our internal deliberations and discussions, and I think that it goes beyond the agreement that we reached in committee. For that reason, I cannot support it.

Mr. Chairman, I reserve the balance of my time.

Mr. PITTS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, the extensions we have had are only 6 months at a time. We have had a couple of those. We would like to extend to the end of the authorization period.

Mr. Chairman, I yield 1 minute to the gentleman from Texas (Mr. NEUGEBAUER).

Mr. NEUGEBAUER. Mr. Chairman, I rise in support of this amendment, which will help small transit systems maintain flexibility in the use of their Federal money. I would like to thank the gentleman from Pennsylvania for his leadership on this issue, which is

particularly important to my constituents in Lubbock, Texas.

I want to repeat, this amendment does not increase funding for transit systems. Rather, it gives them some flexibility to manage those transit systems in the most efficient and effective ways.

Under the current law, once an urbanized area exceeds 200,000 people in population, it loses that flexibility. What impact that is going to have on my constituents in Lubbock, Texas, is my transit system has had to try to scale back the hours of operation, particularly some on Saturday. Saturday is when a lot of families need to get to the doctor and need to go buy groceries. But quite honestly, also for people who live in my district who are employed, that have to get to work on Saturdays.

So what we need to do is have these communities work with their transit systems and look for alternative ways to fund transit in the future. We need to give them some time and the flexibility they need to do that.

Mr. Chairman, I urge Members to support this amendment.

Mr. PITTS. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, let me just say, again, this is not asking for more money; it is flexibility, and it is a phased-down flexibility to soften the blow on the small transit system and provide them more time to find alternative solutions to the funding crises they face. There are some 52 systems, many represented by Members from the other side of the aisle.

I urge support for the amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I yield myself the balance of my time.

Mr. Chairman, certainly there is a concern among those metropolitan areas whose population has grown significantly since the 2000 Census, and they are seeking more flexibility for the use of funds on their Federal transit formula grant to use those dollars for operating assistance. But to extend the flexibility beyond the 5 years, as we have provided in TEA-LU, would undermine the statutory formulas.

It might benefit some areas, the pending amendment might benefit some areas, but would inflict a fairness issue upon other areas, to indicate that statutory formula that we use to apportion funds using most recent census data is no longer applicable for a certain area.

The amendment as offered would create confusion and would create unfairness among users, among other transit systems across the country.

Mr. PITTS. Mr. Chairman, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from Pennsylvania.

Mr. PITTS. Mr. Chairman, as a point of clarification, it is my understanding that what is in TEA-LU only extends the flexibility to 2005. What mine does

is just extends it to end of the authorization.

Mr. OBERSTAR. Mr. Chairman, reclaiming my time, that is correct. I said that at the very outset. I made it very clear we extended it through 2005. That was our understanding. That is what I thought was the agreement we reached and the compromise, that we would go through 2005. Then you just have a few more years until the next census, and then the issue would be resolved for all of the country and not just a few areas.

So I urge defeat of the amendment.

Mr. McGOVERN. Mr. Chairman, I rise today in support of the amendment proposed by Mr. PITTS of Pennsylvania. The Pitts amendment protects smaller transit systems' flexibility in utilizing Federal transit funds. Unlike current law, which punishes these transit systems and communities, the Pitts amendment extends flexibility by providing additional time to seek State and local solutions to the funding problems they face.

Transit systems across the country are severely restricted by the current regulation. In my district in Massachusetts, the Southeast Regional Transit Authority is being constrained by this regulation, making it impossible for them to meet local needs of the city of Fall River.

Current law punishes smaller transit systems and the communities they serve simply because they are thriving. These smaller transit systems rely on budget flexibility and cannot make major revisions overnight. On October 1, 2005, these systems will lose all flexibility. The Pitts amendment extends their flexibility by phasing out their funding options over a 5-year period. That's a good idea. I urge my colleagues to join me in supporting this important amendment.

Mr. OBERSTAR. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from Pennsylvania (Mr. PITTS).

The question was taken; and the Acting Chairman announced that the ayes appeared to have it.

Mr. PETRI. Mr. Chairman, I demand a recorded vote.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Pennsylvania (Mr. PITTS) will be postponed.

The Acting CHAIRMAN. It is now in order to consider Amendment No. 9 printed in House Report 109-15.

AMENDMENT NO. 9 OFFERED BY MR. HONDA

Mr. HONDA. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 9 offered by Mr. HONDA:

In subparagraph (I) that is proposed to be added at the end of section 410(b)(1) of title 23, United States Code, by section 2003(b)(6) of the bill, insert after "(A)(i)(ii)" the following: ", including a program of the court system (such as a driving while intoxicated court) for the purpose of changing the behavior of alcohol or drug dependent offenders arrested for driving while impaired."

The Acting CHAIRMAN. Pursuant to H. Res. 144, the gentleman from California (Mr. HONDA) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from California (Mr. HONDA).

Mr. HONDA. Mr. Chairman, I yield myself 2 minutes.

Mr. Chairman, the gentleman from Michigan (Mr. EHLERS) and I offer a simple but important amendment that will make explicit the eligibility of DWI Courts for basic grant funds under section 2003 of H.R. 3, TEA-LU. Section 2003 authorizes funds for Alcohol-Impaired Driving Countermeasures.

In the year 2003, approximately 17,400 Americans were killed in alcohol-related accidents across this country. These deaths constitute 40 percent of all traffic-related fatalities. Make no mistake; drunk driving is a public health crisis, and DWI Courts, which are on the front lines of the national efforts to curb drunk driving, offer a proven method of reducing recidivism rates among DWI offenders.

Unlike traditional court systems, DWI Courts hold offenders to the highest level of accountability, while providing long-term intensive treatment and compliance monitoring to address the root cause of the DWI, alcohol abuse.

DWI Courts are so successful because they draw on a diverse range of professionals, governmental agencies and community organizations. Each DWI Court judge heads a team of prosecutors, defense attorneys, probation officers, law enforcement representatives and alcohol treatment professionals. They work in concert with each other and governmental community organizations to ensure that DWI offenders get the punishment they deserve and the treatment and services they need to be responsible members of our society. Evidence suggests that these DWI Courts are working.

Unfortunately, too few DWI Courts are taking advantage of Federal transportation dollars and section 2003 of H.R. 3 does not clearly authorize use of grant funds for these courts. Our amendment will clear up any confusion in this regard and encourage additional jurisdictions to establish their own DWI Courts.

Mr. Chairman, I urge my colleagues to support this amendment.

Mr. PETRI. Mr. Chairman, will the gentleman yield?

Mr. HONDA. I yield to the gentleman from Wisconsin.

Mr. PETRI. Mr. Chairman, I would just like to commend the gentleman for this amendment and for making the law clear about these courts. They have been an effective program.

We support the amendment, and thank the gentleman for his contribution.

Mr. EHLERS. Mr. Chairman, I rise in support of the Honda/Ehlers amendment.

The purpose of this amendment is simply to clarify and make explicit that DWI courts are eligible for funding under the Alcohol-Impaired Driving Countermeasures section of the bill.

It has become clear that the traditional process is not working for repeat drunk driving offenders. Punishment that is unaccompanied by treatment and accountability is an ineffective deterrent for the repeat DWI offender. The outcome for the offender is continued dependence on alcohol; the outcome for communities is the continued threat of drivers under the influence of drugs and alcohol.

DWI/Drug Courts are distinct court systems dedicated to changing the behavior of alcohol/drug dependent offenders arrested for DWI. The goal of DWI/Drug Courts is to protect public safety by attacking the root cause of DWI: alcohol and other drug abuse.

DWI/Drug Courts utilize all criminal justice stateholders (prosecutors, defense attorneys, probation, law enforcement, and others) along with alcohol/drug treatment professionals. This group of professionals comprises a "DWI/Drug Courts Team," which is usually accountable to the DWI/Drug Court judge who heads the team. The DWI/Drug Court Team uses a team-oriented approach to systematically change participant behavior. This approach includes identification and referral of participants early in the legal process to a full continuum of drug/alcohol treatment and other rehabilitative services. These courts have been very successful in Michigan, where approximately one-third of all DWI courts are located.

A five-year study conducted on the Lansing, MI DUI/Drug Court demonstrates a 13 percent recidivism rate for graduates of the DUI/Drug Court program versus 35 percent for a comparison group. Unfortunately, funding and resources are often an obstacle to starting DWI courts.

Adoption of this amendment will deliver a clear and unmistakable message to the American people that Congress will take the necessary steps to stop drunk driving. It will send the clear and unmistakable message that we support the valuable work being done by DWI/Drug Courts.

Clarifying that DWI courts are eligible for funding will encourage more state and local courts to pursue these comprehensive, treatment-driven programs. I encourage my colleagues to support the Honda amendment.

Mr. HONDA. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from California (Mr. HONDA).

The amendment was agreed to.

□ 1245

The Acting CHAIRMAN (Mr. ADERHOLT). It is now in order to consider amendment No. 10 printed in House Report 109-15.

AMENDMENT NO. 10 OFFERED BY MR. BARTON OF TEXAS

Mr. BARTON of Texas. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 10 offered by Mr. BARTON of Texas:

Before the closing quotation marks at the end of the matter proposed to be inserted as section 507 of title 23, United States Code, by section 5203 of the bill, insert the following:

(h) SOUND AND OBJECTIVE SCIENTIFIC PRACTICES.—

(1) IN GENERAL.—Assessments of risks to human health or the environment and research conducted under this section shall use sound and objective scientific practices. Assessments of risks to human health or the environment conducted under this section, where such an assessment concerns the evaluation of multiple studies, shall consider the best available science, and shall include a description of the weight of the scientific evidence.

(2) FEDERAL AGENCIES.—Federal agencies using studies funded under this section to conduct an assessment of risks to human health or the environment shall use sound and objective scientific practices in assessing risks, shall consider the best available science, and shall include a description of the weight of the scientific evidence.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Texas (Mr. BARTON) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Texas (Mr. BARTON).

(Mr. BARTON of Texas asked and was given permission to revise and extend his remarks.)

Mr. BARTON of Texas. Mr. Chairman, I yield myself such time as I may consume.

I offer this amendment to make sure that the so-called scientific studies performed under the provisions of the bill are, in fact, based on science and not on anyone's view or preconceived notions of what science should be.

For too long, documents and studies performed on risk assessments on health and the environment have been produced that do not really reflect science, but rather a given policy bias mixed with elements of science. That document is then paraded forward, as if it were a true risk assessment.

I want to make sure that when the Federal Government asks for a risk assessment, that the response is based on sound and objective scientific practices. I also want to ensure that the assessor of those risks to human health and the environment consider the best available scientific information.

These types of requirements are not new. These are the same types of requirements we have enacted in law for the purpose of the Safe Water Drinking Act; and not surprisingly, those principles have worked very well.

With this amendment, we will also follow a related recommendation with the 1997 recommendation of the President's Commission on Risk Assessment and Risk Management. Specifically, the amendment asks assessors of risks to provide a description of the weight of the evidence concerning a given risk. In other words, when a new risk to our health or the environment is claimed in a study, those responsible for releasing the study must describe their understanding of what best science tells us about that risk.

The bill before us today contains a section providing for the Surface Transportation Environment and Planning Cooperative Research program.

This section, among other items, addresses risk assessments of public health and the environment. These subject matters are within the jurisdiction of the Committee on Energy and Commerce. I want to ensure that these provisions reflect the congressional desire for sound science.

I want to thank the gentleman from New York (Chairman BOEHLERT) of the Committee on Science for his work and assistance in the base text of the language and also for his and his staff's assistance in working out the language of this amendment.

Mr. Chairman, I urge my colleagues to support the amendment.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I claim the time in opposition to the amendment.

Mr. Chairman, how much time remains of the gentleman from Texas?

The Acting CHAIRMAN. The gentleman from Texas has 3 minutes remaining.

Mr. OBERSTAR. Mr. Chairman, I yield myself 2 minutes.

Mr. Chairman, on the face of it, who could object to sound science, objective science? That is what science should be. But the thrust of this amendment is not in the words of the amendment. They are not going to get us to that point. The language says, in considering assessment of risks to human health and the environment, such an assessment, where an assessment concerns the evaluation of multiple studies, shall include the best available science and description of the weight of the scientific evidence. And further on, in subsection 2, a description of the weight. That is not objectivity. That is totally subjective. To start considering the weight of scientific evidence, that is not a scientific term in and of itself.

So I am all for science and for good science, but this language is going to obfuscate the evaluation of risks and open the door of opportunity for more lawsuits over what is meant by weight, multiple studies, available science. I think this goes directly in the opposite direction of the purpose of the gentleman from Texas.

Mr. Chairman, I reserve the balance of my time.

Mr. BARTON of Texas. Mr. Chairman, I yield myself such time as I may consume.

I want to make a brief comment and then recognize the gentleman from New York (Mr. BOEHLERT), the chairman of the Committee on Science. When the gentleman from Minnesota asked who could object to this, we know the answer. The good gentleman from Minnesota, my good friend objects to it. So that answers that question.

I would point out that the gentleman from Alaska (Chairman YOUNG) supports this, and the gentleman from New York (Chairman BOEHLERT) supports this, and the President's Council on Risk Assessment supports this lan-

guage. It is language that is in current law for the Safe Water Drinking Act. So there are a number of eminent groups and individuals that do support it.

Mr. Chairman, I yield such time as he may consume to the gentleman from New York (Mr. BOEHLERT).

Mr. BOEHLERT. Mr. Chairman, I rise in support of this amendment which relates to language that originated in the Committee on Science. The language of the amendment was negotiated between the Committee on Science and the Committee on Energy and Commerce. I, frankly, do not think that this amendment is especially necessary, but I feel comfortable with the language.

The language we worked out does not allow any political interference with science, nor does it set any new standards for science. It does not raise any legal hurdles for scientists or agencies. It is a simple statement of what we expect from scientific research and the use of that research, particularly risk assessments.

What we expect is what any scientist would expect, which is that the researchers strive for objectivity and use the best available scientific practices, and that when the literature review is done for a risk assessment, that that review look at the best available science and that it describe where the weight of the scientific evidence is.

It is pretty hard to imagine a case where that would not be done, which is why I do not think the amendment is of any urgency; but I think the language we worked out with the gentleman from Texas (Chairman BARTON) is fair and balanced and limited; and therefore I support it.

Mr. OBERSTAR. Mr. Chairman, can I inquire of the Chairman how much time remains on the side of the gentleman from Texas.

The Acting CHAIRMAN. The gentleman from Texas has 1 minute remaining.

Mr. OBERSTAR. Mr. Chairman, I yield 1½ minutes to the gentleman from Tennessee (Mr. GORDON).

(Mr. GORDON asked and was given permission to revise and extend his remarks.)

Mr. GORDON. First of all, Mr. Chairman, let me point out that the scope of this amendment exceeds the jurisdictional boundaries of the underlying bill. In fact, it exceeds the jurisdictional boundaries of the Committee on Transportation and Infrastructure.

It appears to amend all laws administered by all Federal agencies that may use information from this program in a human health or environmental assessment. This is a poor precedent to establish.

If we have concerns about Federal agencies using high-quality scientific information, we should address those concerns through oversight and legislation done in our respective committees in a manner tailored to fit the individual agencies where the laws were administered.

This amendment will do nothing to improve the quality of science produced by this program or ensure the proper use by the Federal agencies. For that reason, I would ask that this amendment be defeated.

Mr. BARTON of Texas. Mr. Chairman, I believe I have the right to close, and I am ready to close if the gentleman from Minnesota is ready.

Mr. OBERSTAR. Mr. Chairman, our side has the right to close. I await the arguments on the part of the gentleman from Texas.

The Acting CHAIRMAN. The gentleman from Minnesota has the right to close.

Mr. BARTON of Texas. I thought the author of the amendment had the right to close.

The Acting CHAIRMAN. The manager in opposition has the right to close.

Mr. BARTON of Texas. Mr. Chairman, I yield myself the remaining time.

My first response to my good friend, the gentleman from Tennessee (Mr. GORDON), who is a member of both the Committee on Science and the Committee on Energy and Commerce, is that he is right that this amendment exceeds the jurisdiction of the Committee on Transportation and Infrastructure. That is why it was offered by the chairman of the Committee on Energy and Commerce, because it does not exceed the jurisdiction of the committee that I chair and has been worked out in conjunction with the chairman of the Committee on Transportation and Infrastructure and the chairman of the Committee on Science. So if you put us all in the same tent collectively, it does not exceed the jurisdiction.

The language that we are using is language that was put forward initially by a Presidential commission under President Clinton's administration in the mid-1990s, and it is their language that we are incorporating into the amendment. So this is not some subterfuge to use Republican language or conservative language; it is language that was originally adopted and supported by President Clinton in his administration.

All we are trying to do with this amendment is make sure that as various projects come forward and we need to do investigations and risk assessments, that it be done based on sound scientific principles. I think that is an issue that both sides can agree upon, and I would urge a "yes" vote on the amendment.

In my view, the CMAQ program—like any use of tax dollars—should be applied as cost effectively as possible to achieve appropriate Federal policy goals.

A recent study suggests some CMAQ uses—such as building bike paths—do little to relieve either congestion or air pollution, which are the policy goals of CMAQ. The Transportation Research Board study estimates that bike paths funded with CMAQ money cost the taxpayer on average \$80,000 per ton of pollution removed. If this study is correct, in my

view, CMAQ dollars can and should be better spent.

New technologies have recently proven very cost effective in reducing pollution. For example, diesel retrofit and anti-idling technologies are having positive results around the Nation. Retrofit technologies—which are being used in the President's Clean School Bus program are much like the catalytic converter on your car. These devices are capable of removing 80 to 90 percent of the pollutants from the exhaust of a diesel engine. The increased use of these technologies in other sectors of the economy should be encouraged.

Any steps we can take to clarify that CMAQ money can be spent to deploy a new crop of technologies including retrofits and anti-idling devices that are highly effective at reducing emissions from diesel engines makes good sense. Our states are scrambling to find ways to deal with the new EPA designations without jeopardizing economic development. Using CMAQ funds more wisely may help us out a great deal.

Mr. OBERSTAR. Mr. Chairman, I yield 30 seconds to the gentleman from Oregon (Mr. DEFazio).

Mr. DEFazio. Mr. Chairman, I believe this would become the lawyers' full employment act, and the other side of the aisle is not usually avidly supporting the lawyers, because this is so vague, a description of the weight of scientific evidence. How would we weigh it? Do we weigh it physically? Do we weigh it on a molecular basis? What is the weight?

I expect that this would lead to lengthy and contentious litigation at great expense to the taxpayers and basically inhibit government agencies from using the best available science. It is too vague. It should be defeated.

Mr. OBERSTAR. Mr. Chairman, how much time do I have remaining?

The Acting CHAIRMAN. The gentleman from Minnesota has 2 minutes remaining.

Mr. OBERSTAR. Mr. Chairman, I yield myself the remaining time.

Let me first make it clear that the language of this amendment was not worked out with staff on our side, nor by the majority staff. I represent on this issue the bipartisan position of the committee in opposition.

We have seen the dangers of manipulated science. The tobacco industry produced study after study trashing the impact of smoking and secondhand smoke, only to be overturned in case after case and by Federal Government health agencies. This year, we have seen the dangers of industry-funded studies on Vioxx and Celebrex, and those two drugs have been withdrawn. Was that done on the basis of weight of evidence? Such a vague and subjective standard.

Mr. Chairman, the National Academy of Sciences is the authority that we frequently turn to in the Committee on Transportation and Infrastructure and in the transportation community. They oversee transportation environmental research. They, the National Academy of Sciences, truly are the gold standard. They do not play around

the edges with such vague terms as "weight of evidence." They evaluate the evidence. They make scientific judgments. They come to good science-based conclusions. That is where we ought to go; and if the gentleman were serious about this issue of getting very objective scientific evidence to bear on environmental issues of health or environment, subject it to review of the National Academy of Sciences. That would be standard enough for us. We would let it ride at that. But as it stands, I must oppose the amendment.

The Acting CHAIRMAN. The question is on the amendment offered by the gentleman from Texas (Mr. BAR-
TON).

The question was taken; and the Acting Chairman announced that the ayes appeared to have it.

Mr. OBERSTAR. Mr. Chairman, I demand a recorded vote.

The Acting CHAIRMAN. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentleman from Texas (Mr. BAR-
TON) will be postponed.

It is now in order to consider amendment No. 11 printed in House Report 109-15.

AMENDMENT NO. 11 OFFERED BY MR. SHADEGG

Mr. SHADEGG. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 11 offered by Mr. SHADEGG: At the end of subtitle A of title I, add the following (and conform the table of contents of the bill accordingly):

SEC. 1126. ADDITION OF PARTICULATE MATTER AREAS TO CMAQ.

Section 104(b)(2) of title 23, United States Code, is amended—

(1) in subparagraph (B)—

(A) in the matter preceding clause (i) by striking "ozone or carbon monoxide" and inserting "ozone, carbon monoxide, or particulate matter (in this paragraph referred to as 'PM-2.5 or PM-10')";

(B) by striking clause (i) and inserting the following:

"(i) 1.0, if at the time of apportionment, the area is a maintenance area;"

(C) in clause (vi) by striking "or" after the semicolon;

(D) in clause (vii)—

(i) by striking "area as described in section 149(b) for ozone" and inserting "area for ozone (as described in section 149(b)) or for PM-2.5 or PM-10"; and

(ii) by striking the period at the end and inserting a semicolon; and

(E) by adding at the end the following:

"(viii) 1.0 if, at the time of apportionment, any county that is not designated as a nonattainment or maintenance area under the 1-hour ozone standard is designated as nonattainment under the 8-hour ozone standard; or

"(ix) 1.2 if, at the time of apportionment, the area is not a nonattainment or maintenance area as described in section 149(b) for ozone or carbon monoxide, but is an area designated as nonattainment under the PM-2.5 or PM-10 standard.";

(2) by striking subparagraph (C) and inserting the following:

"(C) ADDITIONAL ADJUSTMENT FOR CARBON MONOXIDE AREAS.—If, in addition to being

designated as a nonattainment or maintenance area for ozone as described in section 149(b), any county within the area was also classified under subpart 3 of part D of title I of the Clean Air Act (42 U.S.C. 7512 et seq.) as a nonattainment or maintenance area described in section 149(b) for carbon monoxide, the weighted nonattainment or maintenance area population of the county, as determined under clauses (i) through (vi) or (viii) of subparagraph (B), shall be further multiplied by a factor of 1.2.";

(3) by redesignating subparagraphs (D) and (E) as subparagraphs (E) and (F), respectively; and

(4) by inserting after subparagraph (C) the following:

"(D) ADDITIONAL ADJUSTMENT FOR PM-2.5 OR PM-10 AREAS.—If, in addition to being designated as a nonattainment or maintenance area for ozone or carbon monoxide, or both, as described in section 149(b), any county within the area was also designated under the PM-2.5 or PM-10 standard as a nonattainment or maintenance area, the weighted nonattainment or maintenance area population of those counties shall be further multiplied by a factor of 1.2.".

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Arizona (Mr. SHADEGG) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Arizona (Mr. SHADEGG).

□ 1300

Mr. SHADEGG. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, my amendment seeks to address a significant air quality issue facing many of our communities and our constituents.

Our Nation faces a serious air quality problem with tiny particles of dust and chemicals otherwise known as particulate matter. Particulate matter is a health hazard because people breathe it in and the human respiratory system cannot filter the particles out because they are so small.

Thirty States have areas with particulate matter problems and over 100 million Americans live in communities facing this issue. Many scientific studies have linked the breathing of particulate matter to a series of health problems, including aggravated asthma, chronic bronchitis, decreased lung function and also premature death.

Particulate matter is also the major cause of haze and reduced visibility in many parts of the country. That is precisely the reason why Congress required communities to achieve air quality standards for these small particulate matters under the Clean Air Act.

The EPA has accordingly established two standards for particulate matter. One is PM-10, which is a fairly fine particulate matter, and the second is PM-2.5 which is extremely fine particulate matter. Both are produced by vehicles driving on both paved and unpaved roads, and neither PM-10 nor PM-2.5 can be filtered out by the human respiratory system.

Current law allows States to use funds provided through the Congestion Management Air Quality Improvement

program, known as CMAQ, to achieve compliance with particulate matter. However, the current allocation formula for funding under that law does not make any reference to or include particulate matter. This leads to significant funding shortfalls with regard to dealing with particulate matter problems.

My amendment seeks to correct this inequity by adding both the EPA standards for particulate matter for PM-10 and PM-2.5 to this allocation formula. The language is essential because it will greatly aid areas with particulate matter pollution problems in meeting the air quality standards, particularly the emissions of these pollutants from roads.

Measures which States and counties are required by law to take to deal with particulate matter problems include purchasing specially designed street sweepers; curbing, paving and stabilizing the shoulders of paved roads; paving, vegetating and chemically stabilizing access points and unpaved roads; the timing of traffic lights; and using unformulated gasoline.

Again, this is a serious issue facing our communities. It directly affects my constituents and those of many of my fellow colleagues.

My amendment would make the CMAQ program more equitable in its allocation of resources and would recognize the significant air quality concern which is currently overlooked in the programs' funding formula.

I urge my colleagues to support the amendment.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I claim time in opposition to the amendment, and I yield myself such time as I may consume.

Mr. Chairman, the gentleman from Arizona (Mr. SHADEGG) raises a very serious matter, modifying the Congestion Management and Air Quality Improvement provisions in current law and the formula.

The manner in which the gentleman proposes to do this is a little more complicated than I think is appropriate to resolve in amendment form on the floor. But I, in cooperation with the chairman of the full committee, believe we can work this out with the gentleman from Arizona (Mr. SHADEGG) as we proceed to conference.

If the gentleman is inclined to withdraw the amendment, having given a very thoughtful discussion of it, I believe as we did last year in the effort to reach a bill which we ultimately did not, not for this reason but for other reasons, that we can work this matter out.

Mr. SHADEGG. Mr. Speaker, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from Arizona.

Mr. SHADEGG. Mr. Chairman, as we have discussed, this is an issue which I raised last year and on which the gen-

tleman graciously agreed to address, both the gentleman and the full committee chairman, in the conference.

It is a complicated issue. When we dealt with this issue last year, one of these two pollutants had been included in the bill on the Senate side; the other had not. So our concern was to make sure that, if we dealt with one, we should deal with both because some States are confronted by a problem by one of those, and some States are confronted by a problem with the other. Quite frankly, some States have both. But I am prepared at the right point in time to withdraw the amendment based on my understanding from both the full committee chairman and the ranking member that this is an issue which can be addressed. It is indeed a more complicated issue than can be dealt with in a floor amendment and it can be addressed in conference. And based on the assurances I received I am more than willing to do that.

I am not anxious to do it now because I have one gentleman who would like to speak to the issue, but once he has had a chance to do so I will be happy to proceed as agreed.

Mr. OBERSTAR. Mr. Chairman, I assure the gentleman that we will reach in every good faith a resolution to this matter.

Mr. Chairman, I reserve the balance of my time.

Mr. SHADEGG. Mr. Chairman, I yield 1 minute to the gentleman from Georgia (Mr. GINGREY).

Mr. GINGREY. Mr. Chairman, I thank the gentleman from Arizona (Mr. SHADEGG) for yielding me time.

Mr. Speaker, I rise in support of the gentleman's amendment. I believe that the Federal government and the Congress need to be part of the solution to cities around the country that are in non-attainment status.

This amendment is a good step in providing relief for cities such as Columbus, Georgia, in Muscogee County, part of my 11th Congressional District, that only recently has been designated non-attainment, and it is non-attainment of this PM-2.5 that the gentleman from Arizona (Mr. SHADEGG) was just talking about, these tiny 2.5 or below microparticulate matter.

We can save for another day, I guess, the debate over particulate matter non-attainment and whether cities such as Columbus should be designated as such. But today, I would like to say thank you to the gentleman from Arizona (Mr. SHADEGG) for offering this amendment that will allow funding to be provided to these cities.

I understand the gentleman may withdraw the amendment. I appreciate the ranking member being willing to work with him on trying to resolve this. But on behalf of the people of Muscogee County and the City Columbus and Phoenix City, Alabama, as well, I think this is a good idea and I commend the amendment.

Mr. OBERSTAR. Mr. Chairman, I yield myself the balance of my time.

Mr. Chairman, I affirm my willingness to work with the gentleman and the chairman to resolve this matter as we proceed to conference on withdrawal of the amendment.

Mr. Chairman, I yield back the balance of my time.

Mr. SHADEGG. Mr. Chairman, based on the representations of both the chairman of the committee and the ranking member, their gracious willingness to work on this issue as it moves to conference and their acknowledgment that it is a serious concern, I ask unanimous consent to withdraw the amendment.

The Acting CHAIRMAN (Mr. HEFLEY). Is there objection to the request of the gentleman from Arizona?

There was no objection.

The Acting CHAIRMAN. It is now in order to consider amendment number 12 printed in House Report 109-15.

AMENDMENT NO. 12 OFFERED BY MR. FLAKE

Mr. FLAKE. Mr. Chairman, I offer an amendment.

The Acting CHAIRMAN. The Clerk will designate the amendment.

The text of the amendment is as follows:

Amendment No. 12 offered by Mr. FLAKE:

At the end of section 1103 of the bill, add the following:

(e) SUBTRACTION OF EARMARKS FROM SURFACE TRANSPORTATION PROGRAM FUNDING.—Section 104(b)(3) of title 23, United States Code, is amended—

(1) in subparagraph (B) by striking “subparagraph (A)” and inserting “subparagraphs (A) and (C)”;

(2) by adding at the end the following:

“(C) SUBTRACTION OF EARMARKS.—

“(i) IN GENERAL.—Amounts to be apportioned to a State under subparagraph (A) for each of fiscal years 2004 through 2009 shall be reduced by the aggregate amount made available to the State (and recipients in the State) out of the Highway Trust Fund for that fiscal year for projects described in sections 1702, 3037, and 3038 of the Transportation Equity Act: A Legacy for Users.

“(ii) EFFECT ON MINIMUM GUARANTEE.—In determining a State's percentage return from the Highway Trust Fund (other than the Mass Transit Account) for purposes of section 105 for a fiscal year, the Secretary shall treat amounts subtracted under clause (i) for that fiscal year as amounts apportioned to the State for the surface transportation program for that fiscal year.

“(iii) REAPPORTIONMENT.—Amounts subtracted from a State for a fiscal year under this subparagraph shall be reapportioned among the States under the formula in subparagraph (A).”.

The Acting CHAIRMAN. Pursuant to House Resolution 144, the gentleman from Arizona (Mr. FLAKE) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentleman from Arizona (Mr. FLAKE).

Mr. FLAKE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, in years past, I have offered this amendment as well. My concern with the highway bill is that there are so many earmarks totaling over \$11 million in last year's bill and somewhere similar this year that those earmarks come off the top, and it decreases the amount of money made available to Arizona in the end.

My amendment would fund the earmarks under the line, meaning that the earmarks would come out of a State's formula, not off the top, meaning that my formula in Arizona would be diminished for earmarks in Vermont or Alaska or another State.

My amendment, I should point out, would neither strike nor prevent Members from securing earmarks for their district. It would, however, put the discussion for State priorities where it belongs, at the State levels or among State delegations. Members of my delegation from Arizona, for example, could get together and say we are not convinced that our State Department of Transportation is putting the right priority on this area or this area, or, politically, they are ignoring my district, for example. Those are decisions that could be made there; but other States should not be penalized by our earmarks. And that is what has happened in years past. I just want to make sure that it does not.

I would like to ask the chairman or the ranking minority member if they are willing, after offering this amendment, my understanding is that the manager's amendment actually contains language to fund earmarks below the line and do much of what my amendment intended to do.

My concern is that the criteria for earmarks that will still be funded above the line may be a little too loose and that, in the end, those earmarks will end up coming out of my State's formula as well.

Mr. Chairman, I reserve the balance of my time.

Mr. OBERSTAR. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, this amendment gets to the guts of the bill that we are presenting to the House today. A similar amendment, maybe even the exact language of this amendment, was overwhelmingly defeated last year by a vote of 367 to 60. The intent of the amendment is simply to reduce a State's apportionment under the Surface Transportation Program dollar for dollar by the authorizations that Members of that State receive for highways and transit high-priority projects and require the Secretary to use a revised apportionment that includes the offset in determining the State's rate of return.

The amendment punishes States that do well in high-priority projects and transit new starts and redistributes those dollars elsewhere. That is contrary to the entire intent of this legislation. Members should have a say in the distribution of the dollars under this legislation.

Mr. Chairman, I reserve the balance of my time.

Mr. FLAKE. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman, my understanding of the gentleman from Minnesota (Mr. OBERSTAR), if he will clarify, my under-

standing is that the manager's amendment did contain language to actually fund the earmarks below the line, meaning that they actually will and much of this amendment is actually contained in the bill already. Is that not the case? Because if so, there is no way we can come anywhere close to reaching the 92.6 that has been, if not guaranteed, bandied about.

Mr. OBERSTAR. Mr. Chairman, will the gentleman yield?

Mr. FLAKE. I yield to the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, we reached a delicate balance in extensive negotiation between the majority and minority, between the leadership in a formula that is spelled out in the manager's amendment that accomplishes the goal in real terms of achieving 92.6 percent return for all States.

Mr. FLAKE. Reclaiming my time, if the chairman would chair, my understanding is, and if the gentleman would clarify, that the guts of this amendment is already contained in the manager's amendment. If that is the case, then I am willing to consider withdrawing. But what I want to make sure is that the earmarks that are still funded, and according to news reports this morning, earmarks will still be funded above the line that are regional in nature or regional in national significance. I just want to make sure there is criteria for those that will not start pulling other earmarks above the line, therefore diminishing the amount of return that my State gets.

Mr. YOUNG of Alaska. Mr. Chairman, will the gentleman yield?

Mr. FLAKE. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Chairman, I do not believe the gentleman's State will get any less money under what we propose. It will be at 92.6, and the problem with this amendment is that it is the Flake amendment and that is the number one problem. I will tell you very frankly, after stressing that we worked very closely with the leadership, with everybody trying to reach a solution with the amount of dollars we have and still in fact take care of those Members that believe in fact they should have a say about some monies that go into their State and where it goes. The idea that collectively you will sit down with your fellow Members and you will arrive at a decision and you have got two senators over there, you can forget it because that is not going to happen. And this is the one time Members themselves have an opportunity to make a decision for the State in their district.

California, in which I believe has 52 Congressmen now, I have some areas that have never got a nickel of Federal monies because of Caltrain who spends it all in the larger populated areas. That is the unfortunate fact of life. Because the Department of Transportation is not always right on the transportation needs for individual districts, and this is the House of the people. And

if I thought for one moment that any of these dollars were spent for anything other than transportation, I would be frankly against it. But every dollar being spent is for transportation. And this is the one time every 6 years that there is an opportunity to, in fact, advance for each of the Members' district, and if you do not choose to do that, that is your prerogative. But to have other Members to be deprived of that opportunity, I think, is inappropriate.

□ 1315

The gentleman and I have discussed this amendment for quite a while, and I can just about assure him I have committed to the donor States that we would be able to, in fact, reach that 92.6, and it will be in the final version of the bill when it goes to the President's desk.

The Acting CHAIRMAN (Mr. HEFLEY). The gentleman's time has expired.

Mr. OBERSTAR. Mr. Chairman, how much time remains on my side?

The Acting CHAIRMAN. The gentleman from Minnesota (Mr. OBERSTAR) has 4 minutes remaining.

Mr. OBERSTAR. Mr. Chairman, I yield myself such time as I may consume.

The chairman of the full committee has explained the issue very well. The point of inviting Members to submit for designation by the committee projects of great significance within their districts acknowledges the reality that not all wisdom in investing transportation dollars resides in State DOTs.

That is why the Federal Highway Administration does not make these decisions. The dollars go from the Highway Trust Fund through the Federal Highway Administration out to the States to make decisions and when a road or a bridge is not built or improved, or a transit system investment is not made, our constituents come to us, Members of Congress, you are out there in Washington, you vote on this legislation, you vote for the Highway Trust Fund, you set up the policies by which those dollars are invested, and we are not getting the investment that we need. So they come to us, and it is for us to serve as a correction to State DOTs, and that is what we do in this process.

Now, in including Member high-priority projects in the minimum guarantee, we have reached the 92.6 percent return on equity to the States, resolving the issue and the problem the gentleman from Arizona has raised.

Mr. YOUNG of Alaska. Mr. Chairman, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from Alaska.

Mr. YOUNG of Alaska. Mr. Chairman, in all due respects to my good colleague from Arizona, I would appreciate it if he would withdraw the amendment. We know what he is trying to do, and I have told the leadership we are going to get to where he

wants to go. If my colleague insists on a vote, I will reluctantly have to vigorously oppose it.

So I would like to make a suggestion. Discretion is the better part of valor.

Mr. FLAKE. Mr. Chairman, will the gentleman yield?

Mr. OBERSTAR. I yield to the gentleman from Arizona.

Mr. FLAKE. Mr. Chairman, I do, with the understanding that we do reach the 92.6 and understanding that we can only do that if we include earmarks under the line. Frankly, if my colleagues do the math, that is the only way we can. That is why I was pleased to see that the manager's amendment did contain that provision.

My concern is, and the gentleman from Alaska, my good friend, did mention that every dollar goes toward transportation. It is simply not the case. I read the bill last night, and some of it, some of it, but I did not have to read all of it.

Mr. OBERSTAR. Mr. Chairman, reclaiming my time, I think the gentleman has made his case. Our side has made the case, and we have the right to close, and I assure the gentleman from Arizona that the interests of the State of Arizona are well cared for in this legislation and of all the States and the agreement that is embodied in the manager's amendment was reached at the very highest levels of policy within this body and on the majority side, and we have to reject the gentleman's amendment, and I would, in fact, urge him to withdraw the amendment.

Mr. Chairman, I yield back the balance of my time.

The Acting CHAIRMAN (Mr. HEFLEY). Does the gentleman from Arizona (Mr. FLAKE) withdraw the amendment?

Mr. FLAKE. I have the right to close. I do have a minute to close.

The Acting CHAIRMAN. The gentleman's time has expired.

Mr. FLAKE. Mr. Chairman, I ask unanimous consent to withdraw my amendment.

The Acting CHAIRMAN. Is there objection to the request of the gentleman from Arizona?

There was no objection.

VACATING DEMAND FOR RECORDED VOTE ON AMENDMENT NO. 10 OFFERED BY MR. BARTON OF TEXAS

Mr. OBERSTAR. Mr. Chairman, I ask unanimous consent to vacate the proceedings by which a recorded vote was requested on the Barton amendment.

The Acting CHAIRMAN. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

The Acting CHAIRMAN. Without objection, the request for a recorded vote is vacated and the amendment is adopted pursuant to the voice vote announced by the Chair.

Mr. YOUNG of Alaska. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. MCHUGH) having assumed the chair, Mr. HEFLEY, Acting Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, had come to no resolution thereon.

MODIFICATIONS TO AMENDMENT NO. 1 OFFERED BY MR. YOUNG OF ALASKA TO H.R. 3, TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that during further consideration of H.R. 3 in the Committee of the Whole pursuant to House Resolution 144, the first amendment printed in House Report 109-15 be considered to have been adopted with the modifications I have placed at the desk.

The SPEAKER pro tempore. The Clerk will report the modifications.

The Clerk read as follows:

Modifications to amendment No. 1 offered by Mr. YOUNG of Alaska:

In the first paragraph on page 25 of the amendment, strike "and strike '\$1,250,000'" and all that follows through "'\$2,750,000'".

On page 69 of the manager's amendment, after the amendment relating to item 864 of the table contained in section 1702 of the bill, insert the following:

In item number 492 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 498 of such table, strike "\$2,500,000" and insert "\$3,500,000".

In item number 1830 of such table, strike "\$2,000,000" and insert "\$3,000,000".

In item number 2767 of such table, strike "\$3,000,000" and insert "\$4,000,000".

In item number 3442 of such table, strike "\$400,000" and insert "\$500,000".

In item number 3443 of such table, strike "\$300,000" and insert "\$1,500,000".

In item number 968 of such table, strike "\$5,000,000" and insert "\$7,000,000".

In item number 508 of such table, strike "\$1,107,000" and insert "\$1,827,000".

In item number 1632 of such table, strike "\$2,000,000" and insert "\$2,880,000".

On page 89 of the manager's amendment, at the end of such table add the following:

HIGH PRIORITY PROJECTS

No.	State	Project Description	Amount
3632	CA	Reconstruct SR 1 from Westport to Marshall	\$9,000,000
3633	IL	Highway Construction on RT 1 between RT 14 and RT 9	\$9,000,000
3634	IL	SR 127 from Raymond to Unity	\$9,000,000
3635	CA	Improvements to US 101	\$11,000,000
3636	IA	Construct Rt 20 from Rockway City to Epworth	\$5,000,000
3637	CA	I-8 from San Diego to Kama	\$8,000,000
3638	CA	I-15 from Escondido to Barstow	\$12,000,000
3639	CA	Widening and improvements to RT 14 from RT 126 to RT 178	\$9,525,000
3640	IL	Bicycle and Pedestrian improvements in Georgetown and Middletown	\$6,000,000
3641	AZ	Safety Improvements to I-10 from SR 60 to Route 83	\$11,000,000
3642	KS	Northwest Bypass between K96 and 119th Street West	\$2,000,000
3643	CA	Safety improvements to SR 99	\$12,000,000
3644	IL	Construct I-70 from Greenville to Marshall	\$9,000,000
3645	CA	I-40 from Barstow to Needles	\$9,000,000
3646	AZ	Improvements on I-40 from Kingston to Navajo	\$8,000,000
3647	AZ	ITS related improvements on Interstates in AZ	\$6,000,000
3648	IA	Rehabilitate US 680 from SR59 to Des Moines	\$5,000,000
3649	CA	Resurfacing and Reconstruction of US 395 from RT 18 to RT 168	\$12,000,000
3650	IL	Improve I-74 from Colona to Mahomet	\$8,000,000
3651	CA	Safety improvements to I-5 from Santa Clarita to Haron	\$11,000,000
3652	IL	US 67 highway safety improvements from Godfrey to Viola	\$10,000,000
3653	OH	Safety improvements to US 35 from Jamestown to Winchester	\$8,000,000
3654	CA	Construct Transportation Enhancements on SR 1 between RT 246 and RT 192	\$8,000,000

HIGH PRIORITY PROJECTS—Continued

No.	State	Project Description	Amount
3655	IL	Reconstruct I-57 from Frankfurt to Masoon	\$9,000,000
3656	CA	ITS improvements to reduce congestion on I 405 from RT 118 to RT 36	\$10,575,000
3657	IL	Construction on I-80 from Geneseo to Joliet	\$9,000,000
3658	IA	Safety enhancements along Rt 30 from Carroll to Dewitt	\$4,000,000
3659	IL	Reconstruction on RT 40 from US 52 to RT 90	\$8,000,000
3660	IL	Safety related improvements on RT 100 from US 136 to RT 16	\$9,000,000
3661	IL	Construct I-55 from Bolingbrook to Gardner	\$10,000,000
3662	AZ	Construction of Route 77 from Route 277 to Route 80	\$9,000,000
3663	OH	Reconstruction of I-71 from Cincinnati to Columbus	\$8,000,000
3664	IL	Make safety improvements to I-94 from Chesterton to Deerfield	\$9,000,000
3665	IL	Acquire land for Environmental Mitigation to preserve wildlife habitat connectivity along US 51 from RT 161 to RT 10	\$8,000,000
3666	CA	Construct I-80 from Truckee to Fairfield	\$8,000,000
3667	NC	Construct highway widening and safety improvements on Rt 301 between Rt 125 and Little River	\$5,000,000
3668	SC	Construction of operational improvements and purchase of ITS infrastructure on the I-26 corridor	\$6,500,000
3669	MI	Highway beautification of Rt 52 between Tr 46 and Fairfield	\$4,000,000
3670	TX	Resurfacing and Reconstruction on Rt 19 between Rt 71 and Rt 7	\$5,000,000
3671	IN	Highway-rail crossing safety related improvements on Rt 37 between US 35 and US 50	\$7,000,000
3672	AZ	Pave remaining stretch of the Turquoise Trail, BIA Route 4, which is a north-south road that joins AZ HW 160 in the north to AZ HW 264 in the south portion of BIA Route 4	\$2,000,000
3673	AK	Improve marine intermodal facilities in Ketchikan	\$25,000,000
3674	DC	Highway improvements to improve access to the Kennedy Center	\$5,000,000
3675	MN	Construction of four lanes on Hwy 53 between Virginia and Cook and construction of two passing lanes between Cook and International Falls	\$7,000,000
3676	OR	McKenzie highway enhancements, Lane and Linn Counties	\$3,100,000

In item 159 of the table contained in section 3038, strike “\$640,000” and insert “\$960,000”, strike “\$660,000” and insert “\$990,000”, and strike “\$700,000” and insert “\$1,050,000”.

On page 98 of the manager’s amendment, at the end of the table of projects for bus and bus-related facilities, add the following:

Project	FY 06	FY 07	FY 08
441. St. Paul, MN Intermodal Center	\$1,440,000	\$1,485,000	\$1,575,000
442. Albany, OR North Albany park and ride	\$256,000	\$264,000	\$280,000
443. Portland, OR Tri Met bus replacement	\$384,000	\$396,000	\$420,000

On page 158 of the manager’s amendment, strike subparagraph (C) of section 5403(1) that is proposed to be added at the end of subtitle D of title V by the manager’s amendment and insert the following:

(C) by striking “300,000 and that” and inserting “300,000,”; and

Mr. YOUNG of Alaska (during the reading). Mr. Speaker, I ask unanimous consent that the modifications be considered as read and printed in the RECORD.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

The SPEAKER pro tempore. Is there objection to the original request of the gentleman from Alaska?

There was no objection.

MAKING FINAL PERIOD OF GENERAL DEBATE PURSUANT TO HOUSE RESOLUTION 144 IN ORDER PRIOR TO DISPOSITION OF AMENDMENTS TO H.R. 3, TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that during further consideration of H.R. 3 in the Committee of the Whole, pursuant to House Resolution 144, the final period of general debate may be in order before the disposition of amendments.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

The SPEAKER pro tempore. Pursuant to House Resolution 144 and rule XVIII, the Chair declares the House in the Committee of the Whole House on

the State of the Union for the further consideration of the bill, H.R. 3.

□ 1322

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, with Mr. HEFLEY (Acting Chairman) in the chair.

The Clerk read the title of the bill.

The Acting CHAIRMAN. When the Committee of the Whole rose earlier today, amendment No. 12 by the gentleman from Arizona (Mr. FLAKE) had been disposed of.

Pursuant to the order of the House of today, it is now in order to conduct a period of final debate on the bill.

The gentleman from Alaska (Mr. YOUNG) and the gentleman from Minnesota (Mr. OBERSTAR) each will control 5 minutes.

Does the gentleman from Oregon (Mr. DEFAZIO) claim the time?

Mr. DEFAZIO. Mr. Chairman, I claim the time on behalf of the gentleman from Minnesota (Mr. OBERSTAR) as the subcommittee ranking member.

The Acting CHAIRMAN. The Chair recognizes the gentleman from Alaska (Mr. YOUNG).

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume, and I further yield to the gentleman from South Carolina (Mr. SPRATT) for a colloquy.

Mr. SPRATT. Mr. Chairman, I thank the gentleman for yielding.

The gentleman from South Carolina (Mr. CLYBURN) and I had an amendment that we filed yesterday to forgive the debt owed by the Pee Dee Regional Transit Authority to the Federal Transit Administration. We are not going to bring this amendment up for a vote, but I would like to engage my colleague, the gentleman from Alaska (Chairman YOUNG) in particular, in a colloquy on this issue if agreeable.

Mr. Chairman, the Pee Dee Regional Transit Authority, PDRTA, is responsible for transportation and transit services in an area which encompasses 20 percent of South Carolina, more than 5,300 square miles in some of the most poorest, most rural areas of our State.

In the year 2000, the Federal Transit Administration's triennial review found that PDRTA had incorrectly used revenues from contract services as local match for operating assistance grants. The PDRTA finance director at that time determined that PDRTA owed an amount of \$895,083 to the FTA, although this number has not been verified by audit by the FTA.

PDRTA has completely replaced their management, reformed their business practices, and begun quarterly payments on the debt of around \$20,500. With an overall budget of \$3.5 million, these quarterly payments have crippled their ability to expand services and to improve access to jobs and medical facilities in this underserved region.

For this reason, the regional administrator of the FTA expressed in a January 31, 2001, e-mail to me that he supports PDRTA's efforts to obtain debt forgiveness. The gentleman from South Carolina (Mr. CLYBURN) and I both support the regional PDRTA administrator's position in favor of debt forgiveness. I am just asking the chairman and ranking member for help in trying to resolve this matter in conference.

Mr. YOUNG of Alaska. Mr. Chairman, reclaiming my time, the regional transit authorities are important to transportation in rural areas. I would be happy to discuss this matter further with the gentleman from South Carolina (Mr. CLYBURN) and the gentleman to determine whether we can help with the problems in South Carolina.

Mr. DEFAZIO. Mr. Chairman, will the gentleman yield?

Mr. YOUNG of Alaska. I yield to the gentleman from Oregon.

Mr. DEFAZIO. Mr. Chairman, like the gentleman from Alaska (Chairman YOUNG), the gentleman from Minnesota (Mr. OBERSTAR) and I believe strongly in the importance of regional transit authorities and will work with the gentlemen from South Carolina (Mr. CLYBURN) and (Mr. SPRATT) to find an agreeable solution to this issue in conference.

Mr. SPRATT. Mr. Chairman, if the gentleman would further yield, I thank both gentlemen and look forward to working on this issue as the conference committee begins its deliberations. I thank the gentleman very much for this opportunity.

Mr. YOUNG of Alaska. Mr. Chairman, I reserve the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield myself 2 minutes.

Again, I want to thank the chairman of the full committee, chairman of the subcommittee, ranking member, the gentleman from Minnesota (Mr. OBERSTAR), the staff members, the leadership in the House, everyone who has contributed to what I think is an extraordinary product in this bill.

This bill is going to make vital investment in the crumbling infrastructure of the country to refurbish it, maintain it, improve it. It is going to anticipate growth needs and congestion. It is going to contribute to the growth of our economy. It is going to put tens of thousands, hundreds of thousands of people to work, and we do all this without borrowing any money, creating anymore deficit or debt. That is the most extraordinary thing about this bill and the most notable achievement.

We, unlike many other Federal programs, have an investment that is totally paid for by the taxpayers and will be of tremendous benefit to those same taxpayers. The money will be spent in the manner in which it was intended when it was collected from individuals and from commercial drivers at the pump, and this will be, I believe, the signature domestic legislation of this Congress in terms of the positive impact on the economy of our country.

Mr. Chairman, I reserve the balance of my time.

Mr. YOUNG of Alaska. Mr. Chairman, I yield myself such time as I may consume.

I echo the words of my good friend, the gentleman from Oregon (Mr. DEFAZIO) and, of course, the gentleman from Minnesota (Mr. OBERSTAR), the ranking member.

I would also like to not only thank my staff but everybody who has dealt with me for the past 4 years on this legislation. This is a very frustrating position to be in when the cash flow is not really what we wanted it to be and yet trying to achieve what is necessary for this country, and that is a good infrastructure system.

I am convinced that we will be revisiting this issue when this bill is on the President's desk in the years coming because we have a real challenge in

this great Nation of ours. We have heard it time and again about how people are delayed and how product is delayed and how our bridges are crumbling, our roads are crumbling. These are not myths. These are actual facts. It was testified before us that we actually need probably \$500 billion to make sure this country keeps moving, to be competitive with that competitive China.

So this is just a small step forward, and I will agree with my friend from Oregon; I do believe this will be the premier domestic legislation that we will pass that will affect more lives immediately than any other piece of legislation we will have before this body in the next 14 months.

I am proud of the fact that we have been able to do this in a bipartisan fashion. I am proud of the fact that we have been able to, in fact, craft this bill, and there has been lots of cooks in this kitchen, but we have managed to bring everybody together, and I think come out with a very, not think, I know, a very good product in TEA-LU.

Now, we are going to go to the Senate after I hope everybody votes for this legislation. We will go to the Senate. God willing, they will move something, and we will have this bill done before the first of June.

□ 1330

And for that I thank each Member of this House, for participating in the process and showing the public how this House can work together to produce a product for the benefit of this Nation.

Mr. Chairman, I yield back the balance of my time.

Mr. DEFAZIO. Mr. Chairman, I yield the balance of my time to the gentleman from Minnesota (Mr. OBERSTAR), the ranking member.

Mr. OBERSTAR. Mr. Chairman, the gentleman from Alaska (Mr. YOUNG), our chairman, expressed it very well. We are on the brink of a new era in transportation, with a substantially increased investment in transportation. It is and will be, as the title of this bill describes, transportation equity and a legacy for users, a legacy of a substantially increased investment in surface transportation; highways, bridges, and safety, over \$6 billion, over the next years of this legislation.

There is substantial investment in transit, the fastest growing segment of transportation over the last 5 years, adding 1 million new riders a day in transit systems. New innovations, truck lanes that the chairman has strongly advocated will be part of this legislation; increased funding for ferry service, to take more pressure off our roads. The environmental provisions of this provision are far-reaching, forward-looking, and visionary. We have a good beginning on this legacy for users of our transportation system, properly named.

In coming to this point, I, of course, want to thank our chairman, as I have

done at the outset, for his leadership and standing firmly for the \$375 billion we truly ought to be investing in transportation, but with the opener we have the opportunity to come back and do this again. And also thank you to the chairman of the subcommittee, the gentleman from Wisconsin (Mr. PETRI), and my very good friend and partner, the gentleman from Oregon (Mr. DEFAZIO), who is our ranking member on the Subcommittee on Highways, Transit & Pipelines.

Also our committee staff on both sides have worked tirelessly and selflessly toward this objective: Dave Heymsfeld, Ward McCarragher, Kathie Zern, Dara Schlieker, and Jen Walsh.

Ken House, Art Chan, Stephanie Manning, and Eric Van Schyndle, who spent an enormous amount of time on the Member high-priority projects. Beth Goldstein, and from the staff of the gentleman from Oregon (Mr. DEFAZIO) Kathie Dedrick.

We have also had unsung heroes and heroines: our unpaid interns Lauren Reed and Homer Carlisle.

The Legislative Counsel's office: Dave Mendelsohn, who I have known for years and who is a fount of knowledge on the crafting of the right legislative language; Curt Haensel and Rosemary Gallagher.

And Susan Binder and Ross Chrichton from the Federal Highway Administration.

That old African adage that it takes a village to raise a family, well, it really took a village of staff, of Members, of support, of participation by the leadership to produce this child, this Transportation Equity Act, this Legacy For Users. Let us move forward to make this the Transportation Century.

Mr. HASTERT. Mr. Chairman, I rise today in support of H.R. 3.

I'm glad this day has finally come. This is one of the most important bills this Congress can pass.

I designated this Highway and Transit Reauthorization as H.R. 3 because of its importance as the economic growth and jobs bill for this legislative year.

It's estimated for every \$1 billion we spend on road construction, nearly 48,000 jobs are created.

But it's more than just jobs. We need an adequate infrastructure to move people and the materials they make efficiently.

With more than 67 percent of the Nation's freight moving on highways, economists believe that our ability to compete internationally is tied to the quality of our infrastructure.

In an era of just-in-time delivery and an increasingly global economy it is unacceptable that traffic congestion currently affects 33 percent of all travel on America's major roadways; leading to 3.6 billion hours of delay each year.

I congratulate Chairman YOUNG and the Transportation and Infrastructure Committee for producing a bill that addresses this Nation's need for a transportation system suited to the 21st century's economy.

Further, Chairman YOUNG and the Committee have written a fiscally responsible bill at a \$283.9 billion funding level that fits within our budget and that the President can sign.

Given the demands of the infrastructure needs and the delicate balance that must be maintained among competing interests for highway and transit funds, this is no small accomplishment.

Today, the House of Representatives will prove that it is possible to pass a fiscally responsible Highway bill.

It is now up to the other body to quickly match our effort and get into conference so this legislation can be enacted into law before this year's construction season passes for States in the North.

The time is over for any further delay in reauthorizing these vital infrastructure programs.

For 2 years, uncertainty and delay over establishing multi-year funding levels has hampered our and the States' ability to plan for and build transportation systems.

In conclusion, I want to thank Chairman YOUNG, Ranking Member OBERSTAR and the members of the Transportation and Infrastructure Committee for producing this legislation.

To quote our Majority Leader TOM DELAY—who was also instrumental in getting us to this point—it is time to “get it done.”

Mr. CROWLEY. Mr. Chairman, I rise today in strong support of this legislation.

I would like to commend the efforts of Chairman YOUNG and Ranking Member OBERSTAR as well as Subcommittee Chairman PETRI and Ranking Member DEFAZIO for their tireless efforts on crafting a strong bipartisan bill.

As we all know, this legislation has been a long time coming and I would like to extend my gratitude to these four men for the work they have done to produce such a strong bipartisan bill.

In today's current environment in the House, it is really a testament of how Chairman YOUNG and Mr. OBERSTAR run the committee and put the needs of United States infrastructure before partisan issues.

This is one of the most important pieces of legislation for me because of the benefits it will provide to my district.

Without the leadership of Mr. YOUNG, OBERSTAR, PETRI, and DEFAZIO and the incredible staff they have on the Transportation and Infrastructure Committee our Congressional Districts would still be waiting for the much needed funding to repair and improve of roadways.

I would like to thank you on behalf of my constituents for all the work you have done.

Mr. GERLACH. Mr. Chairman, I rise in support of H.R. 3 and commend Chairman YOUNG and Ranking Member OBERSTAR for their hard work in bringing this bill to the floor. As a Member of the House Transportation and Infrastructure Committee, I am proud of the work of our committee and am hopeful that we can enact TEA-LU quickly to give out State departments of transportation the stability and resources they need to plan for, design and build important highway and transit projects.

I would also like to highlight a few issues that I look forward to working with the chairman and ranking member on as this bill moves forward.

First, I strongly support a provision that was included in S. 1072, the Senate's version of the reauthorization in the 108th Congress. This provision, section 1620 of S. 1072, would provide a 2 percent set aside of funds to be used to address stormwater mitigation. If included in H.R. 3, the provision would bring over \$29 million back to Pennsylvania to help address some of the major stormwater runoff

problems. Stormwater runoff is a significant source of water pollution, untreated sewage overflows, beach closings and flooding. I believe addressing this need with specific funding in the bill to correct runoff problems associated with existing highways is good policy. Many of the communities in my own district have to deal with the impacts of runoff from highways and roads, yet have no funding to do so. This provision would correct this problem and give local communities access to much-needed funding for stormwater mitigation.

Second, I have worked with my colleagues on the Transportation and Infrastructure Committee from Pennsylvania to address a problem that has recently come to our attention regarding “flexing” of Federal highway dollars to shore up the operating budgets of Pennsylvania's transit agencies. I hope that the chairman will continue to work with us to see that our concerns are taken into account. While I certainly understand the ongoing crisis confronting SEPTA and the Commonwealth of Pennsylvania's other transit agencies, and hence believe the flexing of Federal highway dollars may provide an appropriate, short-term answer to the agency's budgetary problems, I likewise believe that any agreed-to flexing plan should be contingent upon an agreed-to repayment of these much-needed dollars within a short and fixed time period. These highway dollars are absolutely critical to the continued improvement of our region's road infrastructure. While the Pennsylvania Legislature and Governor Rendell continue to work toward a permanent solution to mass transit funding, the need to provide transit agencies with a “hand up” with these dollars may be appropriate. But that assistance should only be provided if the Commonwealth agrees to return these dollars to the effected MPOs within a specified time period to ensure the use of these dollars for the initial purposes for which the appropriations were made by the Federal Government. Further, I would like to see a plan in place to assure that the projects delayed by the flexing action are fast-tracked once the flexed dollars are returned.

Mr. Chairman, providing flexibility to our metropolitan planning organizations is a laudable goal, but these Federal dollars were never intended to plug holes in the operating budgets of transit agencies, I therefore ask the chairman and members of the committee to work with us to achieve an acceptable solution.

Finally, in the section 307 of the National Highway System Designation Act of 1995, there was included a provision that prohibited states from imposing arbitrary overhead rate caps. Section 307 did have its desired effect, most States are following common overhead and auditing procedures that promote quality design work. The problem is that section 307 provided states a window of opportunity to opt out of the Federal Highway Administration FHWA, overhead and auditing procedures by adopting State laws establishing alternative procedures. Thirteen States have taken advantage of this opt out and passed law to impose arbitrary overhead rate caps.

As a result, Congress cannot be assured that the most qualified firms are being selected for working on Federal-aid design projects. At the same time, many of these States require their own audits with their own procedures, instead of accepting the uniform

audit procedures used by most of their peers. This places unnecessary burdens on engineering firms and diverts time, staff and focus away from the technical aspect of the project.

Section 1703 of S. 1072, the Senate version of the highway reauthorization in the 108th Congress, included a permanent fix for this problem and I hope that the provision finds its way into the final bill.

Again, I would like to commend Chairman YOUNG and Ranking Member OBERSTAR for their commitment to our Nation's highways and transit systems. I am proud to support H.R. 3 and urge all my colleagues to support the bill as well.

Ms. JACKSON-LEE of Texas. Mr. Chairman, I rise to commend Chairman YOUNG and Ranking Member OBERSTAR, as well as the subcommittee leadership for their hard work in crafting the underlying legislation. However, I offer my support for the manager's amendment that seeks to incorporate very important initiatives that were contained in some of the amendments that were made in order by the Committee on Rules.

While the underlying bill before us proposes to provide \$620 million for some 175 high priority projects in the State of Texas, there remain issues that will pose significant problems for Houston and for Texas unless this body offers its commitment to address in the future.

Toll credits are a significant resource for transit providers because they can use them in lieu of obtaining a Federal match—thereby greatly expediting the development of major projects that serve the communities. This amendment will cripple the value of the toll credit program.

Without the revenue from toll credits, Texas will have less funding for the reduction of congestion and the improvement of air quality. In reducing an otherwise viable revenue stream, this amendment would restrict local governments like Houston from choosing the best tool to respond to local conditions and priorities. I would have voted against the amendment that would prohibit the tolling of new interstates, including the I-69 Corridor, which lacks an alternate source of financing.

I ask that the Committee on Transportation and Infrastructure continue its efforts to provide funds to complete the Interstate 69 Corridor. The termination of the Interstate Program in 1995 left no mechanism to finish the Nation's few remaining incomplete Interstates such as I-69. Currently, there is no program to fund major projects which benefit the Nation as a whole but whose costs exceed States' apportioned funds. Based on these needs, I ask my colleagues to include the National Corridor Infrastructure Improvement Program and the Projects of National and Regional Significance provisions in the bill underlying today. Furthermore, I ask that the committee include them at a funding level equal to those included in H.R. 3550.

The Greater Houston area is subdivided into 6 counties: Chambers, Fort Bend, Liberty, Montgomery, Waller, and my District, Harris. Harris County contains the city of Houston and the largest concentration of people. In the year 2000, approximately 3.5 million people lived in Harris County alone—by far the most populous area. Over the next 20 years, the population of the Houston region will continue to grow.

The historic Fourth Ward in Houston is long overdue for major transportation improve-

ments. Within the underlying bill we have before us today are projects that propose to make critical improvements to the Main Street Corridor. The Fourth Ward emerged as Houston's most prominent African-American neighborhood when thousands of freed slaves flooded into the city after emancipation. These newcomers settled on the fringes of the Third, Fifth, and Fourth wards. The Freedmentown area north of San Felipe and the streets west of downtown not only attracted the largest number of the new black residents but also housed the first black churches, schools, and political organizations. Several factors combined to facilitate the subsequent growth of the Fourth Ward's black community. I would ask that my colleagues take these requests under strong consideration after passage and leading into the conference report.

Improvements to Houston's and Texas' infrastructure will be the priority for me and for my colleagues. Statistically, Houstonians travel more miles per day than there are miles between the earth and the sun. The distance between the earth and the sun is about 93 million miles. Houstonians drive about 156 million miles per day.

The manager's amendment proposes key technical and program improvements to the underlying bill language. In particular, I support the changes to the calculation of "Revenue Aligned Budget Authority," RABA; re-establishment of budgetary firewalls for highways and transit programs; reauthorization of the Swift Rail Act at \$100 million per year, title IX of the bill; and extension of revenue provisions approved by the Ways and Means Committee.

Moreover, I support the improvements to the bill proposed in the manager's amendment. In particular, due to the tremendous bipartisan efforts of my colleagues, the amendment now includes language to guarantee that TEA 21's 90.5 percent minimum guarantee is protected, with a scope defined as no less than 92.6 percent of the highway program funds in the bill. This is a significant improvement over the bill passed by the House last year. I thank the distinguished majority leader for his work in ensuring that this measure will protect these provisions, allowing the House to move into conference in a stronger negotiating position toward achieving a higher MG above 90.5 percent. The manager's amendment makes this a better bill for Houstonians and for Texans.

I would like to offer my support for the amendment offered by Mr. DAVIS of Virginia that will ensure that tolls are applied equally to all users of toll facilities. This amendment would eliminate language in the underlying bill that requires lower tolls to be charged to low income drivers. Since the administration of differential tolls may be challenging for our existing and future toll authorities, this amendment will make important adjustments to the underlying bill.

Secondly, I support the Burgess amendment, which would change the calculation for transportation development credits to ensure that Texas and other States with toll facilities are able to take full advantage of these credits for the benefit of our transit, highway, and highway safety programs. This proposal is vital to the provision of a pro rata calculation of the credits so that we are not penalized for using Federal dollars in our transportation development projects. I support this amendment and ask that my colleagues join me as the Gentleman brings this proposal to the floor.

Furthermore, I support the proposal of Mr. PITTS that would provide a temporary transition period for transit entities, including three in Texas, that, under the most recent census, are now subject to the over 200,000 population prohibition on the use of transit formula dollars for operating expenses. The Pitts amendment would allow those small transit entities in this new situation to use up to 50 percent of their formula funds for operating expenses for fiscal years 2005 through 2007 and up to 25 percent of the formula funds for operating expenses in fiscal years 2008 and 2009.

In addition, I join my colleague from Texas, Mr. BARTON in the initiative of his amendment to require studies and assessments of risks to human health or the environment to use sound and objective scientific practices.

Due to the short time allotment given to the floor debate on this measure, I was unable to engage the distinguished ranking member from Minnesota in a colloquy. I wanted to discuss two very specific and very significant issues that relate not only to Houston, but to Texas and many other States that have developing infrastructure and economic cores.

I would have asked the ranking member for his assistance in maintaining the issues that I underscore here as priorities as he and his fellow conferees move closer to finalizing negotiations on this measure. These issues speak to (1) the need for increased transit-related funding in future authorizing and appropriating measures, and (2) the need to maintain Federal oversight of the way in which States and localities regulate the flow of interstate traffic. The Metropolitan Transit Authority of Harris County, METRO, is the agency charged with the public transportation and transit needs. METRO has worked over the past 2 years to create a long-range plan for mass transit in the Houston area. After having worked with the community to receive input, the METRO board of directors adopted a blue-print for its long-range plan called "METRO Solutions."

The METRO Solutions plan includes: (1) 50 percent increase in METRO's bus service, including approximately 44 new local, signature express, express, and Park & Ride bus routes, (2) nine new Transit Centers and nine new Park & Ride lots, as well as expansion and upgrading existing facilities, (3) expansion of the METRO Rail line and commuter line components, including an overall plan with 72.8 miles of rail, and (4) extension of the payments to local governments for street and other mobility improvements for five additional years, 2010–2014. Texas has a transportation code and it is authorized to act in this field of local government through METRO.

I believe that long-term and comprehensive projects such as that of Houston METRO should be given full Federal support? I would add that the authorization process should allow for innovative financing options to allow projects such as METRO's Advance Transit Plan, ATP, and METRO Solutions.

I would ask that the appropriators and authorizers remain open-minded in crafting measures such as H.R. 3 to the transit needs that exist in areas like Houston, the fourth largest city in the Nation. The distinguished majority leader has been cited as advocating the need for more innovative financing to build infrastructure and to foster economic activity.

Given the situation that Houston METRO and other similar entities face with administrative delays that stem from a very lengthy funding process, I ask that our colleagues follow

the leadership of the majority leader from Texas.

We should go to conference and continue to work with the committee to maintain the need for innovative financing for major transit infrastructure.

We should remain committed to maintaining the need for financing options for transit projects that promise to foster economic activity as a priority. Also, with respect to the issue of the need to maintain Federal oversight of the way in which States and localities regulate the flow of interstate traffic, a program called "SAFE Clear" has been initiated in the city of Houston and is in the city ordinance.

I congratulate the mayor and city council on the vigorous work that its Office of Mobility has done to improve transportation throughout the city of Houston and remain eager to collaborate with them to facilitate this endeavor from the Federal level.

However, I must make my colleagues aware that, through feedback that I have received from my constituents, the program has disproportionately affected certain groups of motorists, particularly those of lower socio-economic status and those who are or who primarily transport the elderly. While the proposed improvements to the ordinance that provide a "free tow" could serve our goals well, motorists who do not qualify for a "free tow" will possibly suffer from the disparate effects of the ordinance complained of by constituents.

I ask that the Transportation Conference ensure that provisions are included in this measure and measures in the future that maintain Federal oversight over the regulation of interstate travel. The potentially disparate overall effect of the ordinance merits further analysis, research, and oversight.

I hope we will continue to provide oversight over programs such as this through the legislation that is crafted in committee.

Mr. Chairman, for the foregoing reasons, I support the drafters of this legislation for their efforts to fund priority projects and urge my colleagues to do the same.

Mr. WEINER. Mr. Chairman, I rise today to thank the leadership of the Transportation and Infrastructure Committee for their hard work shepherding through TEA-LU, a bill that I will support despite its flaws. The Department of Transportation studied the Nation's infrastructure and prescribed a \$375 billion solution. In the 108th Congress, I joined the leadership in endorsing the original version of this bill, which filled that prescription. Unfortunately, the administration is unwilling to come up with the support necessary to ensure that we are able to maintain and improve the Nation's infrastructure, and threatened to veto any bill that authorized more than \$283.9 billion. As a result, we are today considering a bill that does not do nearly enough to improve the quality of life for individuals living in New York City and around the country. I look forward to working with the Committee leadership to see that this bill is improved in conference.

Mr. Chairman, as this bill moves to conference, I want to highlight four issues that are of particular import to me and my constituents. It is my hope that the conferees will include these improvements in the conference report.

First, this bill should ensure that resources are devoted by formula to states that require improvements. The minimum guarantee program shifts funding from states that have the

greatest need—like New York—to other States. Each year, New York provides \$20 billion more to Washington than it gets back. New Yorkers ought not be punished for our efforts to conserve fuel, as any expansion of the minimum guarantee program would do.

Second, this bill shortchanges New York on transit funding. Despite having almost half of the Nation's transit ridership, New York's share of transit funding leaves much to be desired. Transit funding should better reflect need.

Third, I hope that conferees will ensure that States starved for a consistent funding stream for ferries and waterborne transportation can count on funding from the Ferry Boat Discretionary Fund. I am acutely aware of how much a guaranteed stream of funding would mean to improve both congestion and homeland security all across the country, and particularly in New York City, where roads are clogged on a normal day, and ferry transportation would provide not only congestion relief but another way to ensure escape from Manhattan in the case of a terrorist attack. At a minimum, New York should receive \$5 million per year. I hope conferees will work with me and other Members who represent districts that would benefit from a guaranteed ferry funding stream.

Fourth, I hope that conferees will work with me to ensure that the generous funding we have provided for Senior transportation in this bill is put to its best use. I believe that establishing a center for best practices and a technical assistance center, would provide an enormous service to this nation's elderly population.

Nevertheless, Chairman YOUNG, Mr. OBERSTAR, Chairman PETRI, and Mr. DEFAZIO deserve the thanks and appreciation of every Member of this House for their tireless effort to ensure that the Nation's surface transportation systems receive the resources required to keep America moving.

In particular, I would like to thank both the Democratic and Republican staff of the Transportation Committee, both of whom worked tirelessly on this piece of legislation, and who deserve the entire House's thanks. In particular, I would like to thank Ken House, Clyde Woodle, Eric Vanschynle, Ward McCarragher, Kathleen Zern, David Heymsfeld, Dara Schleiker, and Sheila Lockwood of Mr. OBERSTAR's staff. Additionally, I would like to thank Jim Tymon of Mr. YOUNG's staff for his willingness to work with me on the issue of Ferry Transportation.

I would also like to thank Tom Kearney, Tom Herritt and their colleagues at the Albany Office of the Federal Highway Administration, Nancy Ross, Fred Neveu, Ron Epstein and their colleagues at the New York State Department of Transportation, and Andra Horsch and David Woloch and their colleagues at the New York City Department of Transportation.

Ms. LEE. Mr. Chairman, I rise in support of H.R. 3, the Transportation Equity Act: A Legacy for Users.

Mr. Speaker, TEA-LU represents the Federal government's ongoing commitment to improving our Nation's entire transportation system for the benefit of everyone.

Our taxes pay for this infrastructure, and this infrastructure is the lifeblood of the commerce that fuels our Nation. The profits of every single business are dependent on this transportation network, and in turn, are dependent on our willingness to pay the taxes that fund this network.

The very existence of our roads, our highways, our rail lines, our ports and our airports is testament to the critical role of the Federal government as the embodiment of our collective responsibility.

It's the elegantly simple idea that by paying your taxes you improve the quality of life of every person in this country and lay the foundation for a strong economy that benefits everyone.

Federal, State and local governments, corporations, small businesses, individuals—all of us have a responsibility to contribute our share. It is our right to use this infrastructure, but it is also our duty to maintain and improve it for the future.

While we plan for the future, the benefits are real, now.

In my district this bill will provide funding to a number of worthwhile projects that will improve the quality of life for my constituents, the State of California and the entire Nation.

One project in particular that I'm very proud of is the Ed Roberts Campus. This state of the art project makes it easier for people with disabilities to get around. It links eight disability organizations to create a multi-tenant facility that will serve as an intermodal transit center as well as a transportation information and travel-training center for people with disabilities.

The Ed Roberts Campus will play a major role in assisting and teaching people with disabilities to live their lives independently. And because it will be located above the Ashby BART station in Berkeley, its reach will stretch throughout the entire Bay Area, simultaneously serving as a model for urban independent living throughout the Nation.

I'm proud to support the Ed Roberts Campus, and I'm happy to announce that \$3 million will go towards it through TEA-LU.

Another set of projects that I'm also very proud of are the transit oriented developments planned in the City of Oakland and the City of Emeryville. Transit oriented development is a relatively new concept that joins housing, business, public transportation and recreational areas into one liveable community.

We have been on the cutting edge of transit oriented development in my district from the very beginning. And last year's successful opening of the Fruitvale Transit Village in Oakland has served as a model for other transit oriented development projects in the Bay Area and throughout the country.

I'm happy to announce that TEA-LU will directly provide another \$2 million for such projects in Oakland and Emeryville.

Another issue of concern and an area where this bill makes an immediate impact for my constituents is the construction of sidewalks in several unincorporated areas in Ashland and Cherryland in my district.

Even though sidewalks are often taken for granted—for a child, the simple act of walking to school can be treacherous without them. Thanks to TEA-LU, we will have another \$1 million to construct those sidewalks and keep these kids safe in many neglected parts of my district.

The funding in TEA-LU for these and other projects is incredibly important to me and my constituents. But the truth is we need much more funding and not just in my district, but throughout the country.

Our transportation system is aging. The growth and sprawl of many of our cities has

strained transportation networks throughout the country, and placed a greater burden on our environment.

I commend my colleagues on the Transportation and Infrastructure Committee for trying to address these problems through TEA-LU. But the President must also do his part and support more funding.

Make no mistake, this is not just about transportation. This is about jobs. This is about the health of our environment, and the health of our economy.

Every state, every city, and every member is invested in this piece of legislation, because this bill makes an investment in America.

The decisions we make today will affect the health of our nation for decades to come. And I hope that the President listens to us and makes the right one.

Mr. GENE GREEN of Texas. Mr. Chairman, I rise in support of the hard work of my colleagues, Chairman DON YOUNG, Ranking Member JIM OBERSTAR, Chairman TOM PETRI, and Ranking Member PETE DEFAZIO.

This legislation will help our nation keep up with its ever growing transportation needs, but I want to add that it does fall short.

It falls short because we have not indexed the gas tax or added the small increases necessary to allow the country to successfully grow.

The Department of Transportation estimated that it will take at least \$350 billion to keep up with our transportation needs, but the Administration has drawn a line in the sand at \$289 billion.

I would ask the President to look back at Texas, where the Republican leadership is now seriously considering indexing the Texas state gas tax, as I proposed many years ago in the state legislature.

The gas tax is the easiest tax to defend for a politician, because the benefit to drivers is obvious, and if you don't use your car or truck on the roads, you don't have to pay it.

Now we forced into a situation where every new highway in America will be tolled, something my middle and low-income commuters and professional truck drivers vigorously oppose.

So I support this legislation, but I also support the re-opener provision that allows us to consider a gas tax index proposal in the future.

I also support further efforts in conference to increase the scope of the minimum guarantee and increase the rate of return on that minimum guarantee. Texas deserves at least 95 percent of the gas tax revenue that we pay into the system.

I support the efforts of the Majority Leader to improve our rate of return, but I also encourage him to study what his colleagues, including the Speaker of the Texas House, are considering for the state gas tax.

This legislation also included two projects of critical importance to my area in Houston, the reconstruction of Clinton Dr. near the Port of Houston and the construction of US90 from the Beltway into Loop 610.

Clinton Dr. is currently in a state of disrepair causing safety concerns and the constant maintenance work is a drain on local resources.

US90 will provide much needed mobility for Northeast Harris County, by completing a project that has been on the books for many years. Development along this corridor will be encouraged and greatly improve the area.

I want to thank Congressman TED POE for working with us on the US90 project, which will also benefit his constituents by providing another route into central Houston and by relieving traffic on I-10 east and US 59 North.

Mr. Chairman, I encourage my colleagues to vote for the bill.

Mr. YOUNG of Alaska. Mr. Chairman, I insert into the RECORD an exchange of letters between myself and Chairman POMBO regarding H.R. 3.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON RESOURCES,
Washington, DC, March 9, 2005.

Hon. DON YOUNG, Chairman,
Committee on Transportation, and Infrastructure,
Rayburn HOB Washington, DC.

DEAR MR. CHAIRMAN: I have reviewed the text of H.R. 3, the Transportation Equity Act: A Legacy for Users, as ordered reported from the Committee on Transportation and Infrastructure on March 2, 2005. I believe that the Committee on Resources has a substantial jurisdictional interest in many provisions of this important legislation including streamlining of procedures under the National Environmental Policy Act and resolving confusion on highway construction and section 106 of the National Historic Preservation Act.

Further, this Committee maintains jurisdictional interests in provisions affecting recreational trails, highways on federal public lands (including national parks, Indian lands and public domain forest lands), the National Scenic Byways Program, projects to benefit wildlife, highway safety as it applies to Indian country.

Recognizing that this historic bill is scheduled to be considered by the House of Representatives this week, and noting the strong spirit of cooperation and coordination your staff has shown mine in the development of this bill, I will forego seeking a sequential referral of H.R. 3 to the Committee on Resources. Waiving the Committee on Resources' right to a referral in this case does not waive the Committee's jurisdiction over any provision in H.R. 3 or similar provisions in other bills. In addition, I ask that you support my request to have the Committee on Resources represented on the conference on this bill, if a conference is necessary. Finally, I ask that you include this letter in the Congressional Record during consideration of the bill.

Following your mark-up of H.R. 3, I want to acknowledge your efforts on the bill's environmental provisions, many of which touch upon Committee on Resources jurisdiction. I commend your efforts to streamline the environmental review process under the National Environmental Protection Act as well as Section 4(f) procedures. However, I do have serious concerns about the provision dealing with the pilot program for mass transit in National Parks. This provision address issues that lie squarely within the jurisdiction of the Committee on Resources and should be addressed in that context. Moreover, the bill passed last year by the Senate, S. 1075, contained a number of troubling provisions that I feel should not be included in any version of transportation legislation. These provisions include language relating to the Endangered Species Act and programs to address invasive species. Thank you for not including these provisions in your bill.

I appreciate your leadership and cooperation on this bill and I look forward to working with you to see that H.R. 3 is enacted into law soon.

Sincerely,

RICHARD W. POMBO,
Chairman.

HOUSE OF REPRESENTATIVES, COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,

Washington, DC, March 10, 2005.

Hon. RICHARD W. POMBO, Chairman,
Committee on Resources, Longworth HOB,
House of Representatives, Washington, DC 20515

DEAR MR. CHAIRMAN: Thank you for your letter of March 9, 2005, regarding H.R. 3, the Transportation Equity Act: A Legacy for Users. Your assistance in expediting consideration of the bill is very much appreciated.

I agree that there are provisions in the bill that are of jurisdictional interest to the Committee on Resources and I agree that by foregoing a sequential referral the Committee on Resources is not waiving its jurisdiction.

I would be pleased to support the representation of your Committee in any conference on H.R. 3 on matters within the jurisdiction of the Committee on Resources. And, as you have requested, I will include this exchange of letters in the Record. Thank you for your cooperation and your continued leadership and support in surface transportation matters.

Sincerely,

DON YOUNG,
Chairman.

Mr. SIMMONS. Mr. Chairman, I rise today in support of the "Transportation Equity Act: A Legacy for Users," a vitally important bill that will provide much-needed federal resources to improve the highways and infrastructure in all fifty States.

Highway and transit spending is a critical investment in national security and essential to our country's economic welfare and way of life. This is especially relevant at a time when our economy is losing more than \$78 billion annually due to highway congestion. Mr. Speaker, Americans waste more than 3.6 billion hours in traffic delays, and thousands of Americans die each year due to substandard road conditions.

Further, this highway bill will create millions of quality, high-paying jobs across America and thousands in my home state of Connecticut. At a time when too many Americans are either unemployed or "underemployed," such construction and infrastructure work will contribute significantly to the quality of life for many working families.

I look forward to a healthy debate on the details of this bill, but there is no question that the overall benefits of this bill will be felt by every American family. When they use our improved and safer highways to get to work, school, church, vacation, or just home, Americans will appreciate the investment we will make with passage today of this legislation.

I know that my constituents in Connecticut's Second District will especially appreciate the investment made under this bill. The measure we will pass today includes \$45 million for high priority projects for towns across the Second District. Whether it is the resources to finally get construction of Route 11 moving, to build Vernon's intermodal center, to make improvements to Enfield's South Maple Street bridge, or any of the other projects included, TEA-LU delivers for eastern Connecticut.

Mr. Chairman, in 1956 the 84th Congress passed and President Eisenhower signed into law the Federal Aid Highway Act to promote and invest in the interstate highway system. This law created jobs, stimulated the economy, led to new revenues that reduced our

Nation's debt, and brought life-changing improvements to the way Americans lived, worked, and played.

Nearly 50 years later, we must follow the same vision and courage that President Eisenhower and the Congress displayed then and once again invest in America by passing legislation to improve our Nation's highways and infrastructure.

Mr. KUHLMAN of New York. Mr. Chairman, I rise today to encourage my senior colleagues in the upcoming conference on the highway bill to agree to a provision which will appear in the Senate highway bill to more cost effectively use funding under the Congestion Mitigation and Air Quality Improvement Program—the so-called CMAQ program.

CMAQ is a program which has been used in the past to fund air quality improvements. It's a good program, but I think we can make it a lot better. Here's how.

Congress asked the National Research Council of the National Academy of Sciences to examine the cost-effectiveness of the CMAQ program. The Council reported that CMAQ funding could be used more cost effectively in the future to reduce pollution caused by fine particulate matter. This pollution is the most serious threat to human health. It has also been found to be 10 to 20 times more damaging to human health than other pollutants, like ozone, that have been historically the focus of CMAQ. And, EPA has found that excessive amounts of fine particulate matter are causing air quality problems for over 100 million people throughout the country.

The Senate amendment recognizes this reality and rebalances CMAQ toward the use of technologies which will reduce fine particulate matter. This change will focus CMAQ on the right issue. And, as importantly, it will result in a far more cost-effective use of limited government resources. The National Research Council found in its study commissioned by Congress that CMAQ is currently being used to fund projects that cost as much as \$252,000 per ton of pollution reduction. In the future, CMAQ can be spent on diesel retrofit technologies, made in my district, which can reduce pollution for a maximum of \$5,300 per ton—nearly a 50 times improvement in cost effectiveness. In fact, diesel retrofits, in many circumstances, are the most cost-effective way to use CMAQ funding.

In light of these facts, I strongly urge my senior colleagues who will be involved in the upcoming conference on the highway bill to adopt the Senate amendment to use CMAQ to fund the installation of diesel retrofit devices on heavy duty diesel vehicles used on construction sites. This amendment was included in last year's Senate bill and, from what I understand, will very likely be included in Chairman INHOFE's bill for consideration in his Committee next week. And, significantly, the Administration strongly endorsed the amendment during the debate over the highway bill last year.

Reduction of fine particulate matter emitted by heavy duty diesel vehicles has been a centerpiece of the President's environmental policy. He spoke about this during the Presidential debate. And, in his FY06 budget, he proposed the appropriation of \$25 million to deploy diesel retrofit technology on a range of heavy duty vehicles from school buses to dump trucks.

Mr. Chairman, I am very proud to promote the use of diesel retrofit technology because it

was invented in my district by Corning Incorporated. As many of my colleagues know, Corning was founded by the great, great grandfather of our distinguished former colleague, Amo Houghton. Under the Houghton family leadership, Corning has been a technology leader. In fact, it will receive the Technology Medal of Honor next week by President Bush for its invention of the core element of a catalytic converter. Diesel retrofit technology was built on this core invention.

In closing, Mr. Chairman, I strongly urge the leadership to accept the Senate amendment in conference, because it will lead to the most cost-effective use of CMAQ, because it will advance the use of technology to clean up the biggest threat in the environment to human health, and because it is a centerpiece of the President's environmental policy.

Mr. KIND. Mr. Chairman, I rise in support of H.R. 3, the Transportation Equity Act. I want to acknowledge the work of the Transportation Committee on this complex bill and especially thank my friend and colleague from Wisconsin, Mr. PETRI, for his leadership on the legislation; the Wisconsin delegation is lucky to have such a strong advocate for our citizens.

We all know that transportation bills are jobs bills, and now is certainly the time that we need more jobs throughout the country. I consistently hear from constituents who are searching for work; who have sent out dozens of résumés and updated their skills but remain unemployed. Each billion dollars spent on highway funding creates not only safer and better roads: it also creates an estimated 47,500 new jobs. An investment in highway funding is an investment for steady work for those in Wisconsin and around the nation.

Furthermore, I am pleased that the bill recognizes the importance of funding crucial highways and bridges in Wisconsin's Third Congressional District. Specifically, the inclusion of funding for the Stillwater Bridge, which connects Houlton, Wisconsin, and Stillwater, Minnesota, is great news for those of us who have been working on this project for years. The bridge is only one example of an important project that will provide the nation with safer roads, shorter commutes, and better jobs.

Finally, I would like to recognize the important conservation provisions that are retained in H.R. 3. These provisions include funding for refuge road maintenance, recreational trails and forest roads, as well as funding to facilitate fish passage. It also includes new money for signs to identify hunting and fishing areas accessible to the public. One of the most important provisions is authorization to facilitate a study to help reduce the growing number of highway accidents involving wildlife. I urge my colleagues to support the bill.

Mr. FALEOMAVAEGA. Mr. Chairman, I rise today in support of H.R. 3, the Transportation Equity Act: A Legacy for Users (TEA-LU). I commend Chairman DON YOUNG and Ranking Member JIM OBERSTAR of the Committee on Transportation for their leadership in drafting this legislation and I thank them for supporting my request to set aside \$16 million for high priority projects in American Samoa.

This funding is in addition to American Samoa's annual federal highway funds and will be used for village road improvements, drainage mitigation, shoreline protection and upgrades and repairs of the Ta'u ferry terminal facility.

In consultation with the Honorable Togiola Tulafono, Governor of American Samoa, we have set aside \$10 million for village road improvements in the Eastern, Western, Central and Manu'a districts of American Samoa.

In consultation with Senator Tu'aloa Fruean and High Paramount Chief Mauga and members of the Pago Pago council of chiefs, we have set aside \$1 million for drainage mitigation for Pago Pago village roads.

In consultation with Senator Tago Suilefaiga, Representative Fagasoia Lealaitafea and Representative Mary Taufete'e and members of the Nuuli council of chiefs, we have set aside \$1 million for shoreline protection and drainage mitigation for Nuuli village roads.

In consultation with Senator Faiivae Galea'i, Senator Lualemaga Faoa and members of the Leone and Malaaloa councils of chiefs, we have set aside \$1.4 million for drainage mitigation for Malaaloa-Leone village roads.

In consultation with Senator Liufau Sonoma and Representative Paopao Fiaui, we have set aside \$1 million for shoreline protection and drainage mitigation in Aua village.

In consultation with Senator Faamausili Pola and members of the Ta'u village council of chiefs, we have set aside \$1.6 million to upgrade and repair the Ta'u harbor facility.

Like other insular areas, American Samoa will continue to receive its annual share of federal dollars provided by the Territorial Highway Program. The Territorial Highway Program includes American Samoa, Guam, the Virgin Islands and CNMI. Based on population, area, road mileage, or any combination of these factors, each Territory receives a portion of the funds allocated to the Territorial Highway Program.

To assure that American Samoa is treated equitably, I have worked closely with Chairman YOUNG and Ranking Member OBERSTAR to make sure that the administrative formula for apportionment is closely reviewed. It is my understanding that the Federal Highway Administration has not reviewed its administrative formula for ten years and I thank Chairman YOUNG and Ranking Member OBERSTAR for their commitment to revisit this issue.

Again, I commend the Chairman and Ranking Member for their leadership and for supporting my efforts to make sure that American Samoa's needs are addressed in this historic and important initiative. Without reservation, I urge my colleagues to vote yes on H.R. 3.

Mr. BOUCHER. Mr. Chairman, I rise today to express my strong support for the most effective use of the Congestion Mitigation and Air Quality program. H.R. 3, contains provisions which enable the continuation of CMAQ; however, these provisions do not include language included in the bill by the Senate in the last Congress which would alter CMAQ to ensure that new technologies which improve air quality are eligible for the funding. For example, diesel retrofits and anti-idling technologies are being used to achieve positive environmental results around the nation. Diesel retrofits, which operate much like the catalytic converter on a car, remove between 80 and 90 percent of pollutants from the exhaust stream of a diesel engine.

Because such technologies can remove pollution at a relatively low cost—approximately \$5,000 per ton of pollution removed—they would be an appropriate addition to the CMAQ program. Last year the Senate added to its

version of the transportation bill a provision which would begin to focus CMAQ on more cost-effective applications including deployment of diesel retrofits and anti-idling technologies, to reduce the emissions caused by construction equipment. That provision will likely be included by the Senate again this year, and the Administration has endorsed the provision.

Use of new technologies such as diesel retrofits and anti-idling technologies could make significant improvements to the CMAQ program and reduce pollution in many areas, and I urge my colleagues to favorably consider adopting such provisions as this legislation moves forward.

Mr. RAHALL. Mr. Chairman, I rise today to voice my support for the transportation bill currently before us. TEA-LU was crafted as the result of bipartisan compromise, which is the tradition of the Transportation Committee.

I congratulate Chairman DON YOUNG, Ranking Member OBERSTAR, Chairman TOM PETRI and Ranking Member PETER DEFAZIO for bringing this bill to the floor. I also congratulate the staffs on both sides of the aisle for their hard work.

While I know I speak for many of us who would have preferred an increased funding level—more in line with the needs of our country this bill serves as a good first step as we move to reauthorize TEA 21.

Investment in transportation is one of the wisest decisions this Congress can make. For every \$1 billion spend on infrastructure, 47,500 new jobs are created. That is certainly welcome news in my home state of West Virginia.

Transportation funding also spurs economic growth and development. Goods and services are delivered more quickly and efficiently, which benefits both the producer and the consumer.

In West Virginia, we have tied transportation investment to technology and tourism. New and improved roads allow for the tourism industry to thrive and the seeds of enhanced technology to be planted. In sum, transportation investment is a win-win for southern West Virginia.

As a member of the Committee, I know how hard our Chairmen and Ranking Members have worked to bring this bill to the floor. I urge my colleagues to support the underlying bill.

Mr. Chairman, I yield back the balance of my time.

SEQUENTIAL VOTES POSTPONED IN COMMITTEE OF THE WHOLE

The Acting CHAIRMAN (Mr. LAHOOD). Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments on which further proceedings were postponed in the following order: an amendment offered by the gentleman from Virginia (Mr. TOM DAVIS) and an amendment offered by the gentleman from Pennsylvania (Mr. PITTS).

The Chair will reduce to 5 minutes the time for the second electronic vote.

AMENDMENT NO. 2 OFFERED BY MR. TOM DAVIS OF VIRGINIA

The Acting CHAIRMAN. The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Virginia (Mr. TOM DAVIS) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIRMAN. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 224, noes 201, not voting 9, as follows:

[Roll No. 62]

AYES—224

Abercrombie	Foxx	McKeon
Aderholt	Franks (AZ)	McMorris
Akin	Frelinghuysen	Mica
Alexander	Galleghy	Miller (FL)
Bachus	Garrett (NJ)	Miller (MI)
Baker	Gerlach	Miller, Gary
Barrett (SC)	Gibbons	Moran (KS)
Bartlett (MD)	Gilchrest	Moran (VA)
Barton (TX)	Gillmor	Murphy
Bass	Gohmert	Musgrave
Beauprez	Goode	Myrick
Biggert	Goodlatte	Neugebauer
Bilirakis	Granger	Ney
Bishop (UT)	Graves	Norwood
Blackburn	Green (WI)	Nunes
Blunt	Gutknecht	Nussle
Boehner	Hall	Osborne
Bonilla	Harris	Otter
Bonner	Hart	Oxley
Bono	Hastings (WA)	Paul
Boozman	Hayes	Pearce
Boren	Hayworth	Pence
Boustany	Hefley	Peterson (PA)
Bradley (NH)	Hensarling	Pickering
Brady (TX)	Herseth	Pitts
Brown (SC)	Hobson	Platts
Brown-Waite,	Hoekstra	Poe
Ginny	Hostettler	Pombo
Burgess	Hulshof	Porter
Burton (IN)	Hunter	Portman
Buyer	Hyde	Price (GA)
Calvert	Inglis (SC)	Pryce (OH)
Camp	Inslee	Putnam
Cannon	Issa	Radanovich
Cantor	Istook	Regula
Capito	Jenkins	Rehberg
Carter	Jindal	Renzi
Case	Johnson (CT)	Reynolds
Chabot	Johnson, Sam	Rogers (KY)
Chocoma	Jones (NC)	Rogers (MI)
Coble	Keller	Rohrabacher
Cole (OK)	Kelly	Ros-Lehtinen
Conaway	Kennedy (MN)	Royce
Cox	King (IA)	Ryan (WI)
Cramer	King (NY)	Ryun (KS)
Crenshaw	Kingston	Saxton
Cubin	Kirk	Schwarz (MI)
Culberson	Kline	Sensenbrenner
Cunningham	Knollenberg	Sessions
Davis (KY)	Kolbe	Shadegg
Davis, Jo Ann	Kuhl (NY)	Shaw
Davis, Tom	LaHood	Shays
Deal (GA)	Latham	Sherwood
Dent	LaTourette	Shuster
Diaz-Balart, L.	Leach	Simmons
Diaz-Balart, M.	Lewis (CA)	Simpson
Doolittle	Lewis (KY)	Smith (NJ)
Drake	Linder	Smith (TX)
Dreier	LoBlundo	Snyder
Duncan	Lucas	Sodrel
Edwards	Lungren, Daniel	Souder
Emerson	E.	Stearns
English (PA)	Mack	Sullivan
Feeney	Manzullo	Sweeney
Ferguson	Marchant	Tancredo
Flake	McCaull (TX)	Taylor (NC)
Foley	McCotter	Terry
Forbes	McCrery	Thomas
Fortenberry	McHenry	Thornberry
Fossella	McHugh	Tiahrt

Tiberi
Turner
Upton
Walden (OR)
Walsh
Wamp

Wasserman
Schultz
Weldon (FL)
Weller
Westmoreland
Whitfield

Wicker
Wilson (NM)
Wilson (SC)
Wolf
Young (FL)

NOES—201

Ackerman	Green, Al	Neal (MA)
Allen	Green, Gene	Oberstar
Andrews	Grijalva	Obey
Baca	Gutierrez	Olver
Baldwin	Harman	Ortiz
Barrow	Hastings (FL)	Owens
Bean	Higgins	Pallone
Becerra	Hinchey	Pascarell
Berkley	Hinojosa	Pastor
Berman	Holden	Payne
Berry	Holt	Pelosi
Bishop (GA)	Honda	Peterson (MN)
Bishop (NY)	Hoolley	Petri
Blumenauer	Hoyer	Pomeroy
Boehrlert	Israel	Price (NC)
Boswell	Jackson (IL)	Rahall
Boucher	Jackson-Lee	Rangel
Boyd	(TX)	Reichert
Brady (PA)	Jefferson	Reyes
Brown (OH)	Johnson (IL)	Ross
Brown, Corrine	Johnson, E. B.	Rothman
Butterfield	Jones (OH)	Roybal-Allard
Capps	Kanjorski	Ruppersberger
Capuano	Kaptur	Rush
Cardin	Kennedy (RI)	Ryan (OH)
Cardoza	Kildee	Sabo
Carnahan	Kilpatrick (MI)	Salazar
Carson	Kind	Sanchez, Linda
Castle	Kucinich	T.
Chandler	Langevin	Sanchez, Loretta
Clay	Lantos	Sanders
Cleaver	Larsen (WA)	Schakowsky
Clyburn	Larson (CT)	Schiff
Conyers	Lee	Schwartz (PA)
Cooper	Levin	Scott (GA)
Costa	Lewis (GA)	Scott (VA)
Costello	Lipinski	Serrano
Crowley	Lofgren, Zoe	Sherman
Cuellar	Lowey	Shimkus
Cummings	Lynch	Skelton
Davis (AL)	Maloney	Slaughter
Davis (CA)	Markey	Smith (WA)
Davis (FL)	Marshall	Solis
Davis (IL)	Matheson	Spratt
Davis (TN)	Matsui	Stark
DeFazio	McCarthy	Strickland
DeGette	McCollum (MN)	Tanner
Delahunt	McDermott	Tauscher
DeLauro	McGovern	Taylor (MS)
Dicks	McIntyre	Thompson (CA)
Dingell	McKinney	Thompson (MS)
Doggett	McNulty	Tierney
Doyle	Meehan	Towns
Ehlers	Meek (FL)	Udall (CO)
Emanuel	Meeks (NY)	Udall (NM)
Engel	Melancon	Van Hollen
Eshoo	Menendez	Velázquez
Etheridge	Michaud	Visclosky
Everett	Millender	Waters
Farr	McDonald	Watson
Fattah	Miller (NC)	Watt
Filner	Miller, George	Waxman
Fitzpatrick (PA)	Mollohan	Weiner
Ford	Moore (KS)	Wexler
Frank (MA)	Moore (WI)	Woolsey
Gingrey	Murtha	Wu
Gonzalez	Nadler	Wynn
Gordon	Napolitano	Young (AK)

NOT VOTING—9

Baird	Herger	Rogers (AL)
DeLay	Northup	Stupak
Evans	Ramstad	Weldon (PA)

□ 1403

Messrs. GRIJALVA, ACKERMAN, and BUTTERFIELD, Ms. ESHOO and Mr. MCINTYRE changed their vote from “aye” to “no.”

Messrs. SHAW, LEWIS of Kentucky, LEWIS of California, BROWN of South Carolina, OTTER, SHUSTER, KINGSTON, McKEON, ABERCROMBIE, SNYDER, and OSBORNE, Mrs. WILSON of New Mexico, and Mrs. JOHNSON of Connecticut, changed their vote from “no” to “aye.”

So the amendment was agreed to.

The result of the vote was announced as above recorded.

Stated for:

Mr. WELDON of Pennsylvania. Mr. Chairman today, I was requested to testify before the U.S. China Commission. Therefore, on rollcall vote 62 for H.R. 3, I was not recorded to vote. Had I been recorded, I would have voted "aye" for the amendment.

AMENDMENT NO. 8 OFFERED BY MR. PITTS

The Acting CHAIRMAN (Mr. LAHOOD). The pending business is the demand for a recorded vote on the amendment offered by the gentleman from Pennsylvania (Mr. PITTS) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIRMAN. A recorded vote has been demanded.

A recorded vote was ordered.

The Acting CHAIRMAN. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—ayes 228, noes 197, not voting 9, as follows:

[Roll No. 63]

AYES—228

Aderholt	Duncan	Kaptur
Akin	Edwards	Keller
Alexander	Emerson	Kelly
Baca	Engel	Kennedy (MN)
Baker	English (PA)	King (IA)
Baldwin	Etheridge	King (NY)
Bartlett (MD)	Everett	Kingston
Barton (TX)	Feeney	Kline
Bass	Flake	Kolbe
Beauprez	Foley	LaHood
Bilirakis	Forbes	Latham
Bishop (GA)	Fortenberry	Leach
Bishop (UT)	Fossella	Lewis (GA)
Blunt	Fox	Lewis (KY)
Boehlert	Frank (MA)	Linder
Boehner	Franks (AZ)	Lowey
Bonilla	Frelinghuysen	Lucas
Bonner	Garrett (NJ)	Lynch
Boozman	Gerlach	Mack
Boren	Gibbons	Maloney
Boustany	Gillmor	Manzullo
Bradley (NH)	Gingrey	Marchant
Brady (TX)	Gohmert	Markey
Brown (OH)	Gonzalez	Marshall
Brown, Corrine	Goode	McCaul (TX)
Brown-Waite,	Goodlatte	McCotter
Ginny	Granger	McGovern
Burgess	Graves	McHenry
Buyer	Green (WI)	McIntyre
Cantor	Green, Al	McKeon
Cardin	Green, Gene	McKinney
Carnahan	Gutknecht	McMorris
Carter	Hall	Meehan
Chabot	Harris	Meek (FL)
Chocola	Hart	Melancon
Clay	Hastings (FL)	Mica
Cleaver	Hayes	Miller (FL)
Coble	Hayworth	Miller (NC)
Cole (OK)	Hensarling	Moore (KS)
Cooper	Herger	Moore (WI)
Costa	Hinojosa	Moran (KS)
Cramer	Holden	Murphy
Crenshaw	Hooey	Musgrave
Cuellar	Hostettler	Myrick
Culberson	Hoyer	Neal (MA)
Cunningham	Hulshof	Neugebauer
Davis (AL)	Hunter	Nunes
Davis (FL)	Hyde	Nussle
Davis, Jo Ann	Inslee	Oliver
Davis, Tom	Issa	Ortiz
Delahunt	Istook	Osborne
Dent	Jefferson	Otter
Diaz-Balart, L.	Jenkins	Oxley
Diaz-Balart, M.	Jindal	Paul
Doggett	Johnson (CT)	Pence
Drake	Jones (NC)	Peterson (PA)

Pitts
Platts
Poe
Pombo
Porter
Portman
Price (GA)
Price (NC)
Putnam
Radanovich
Regula
Rehberg
Renzi
Reyes
Reynolds
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ruppersberger
Ryan (WI)
Ryun (KS)

Schiff
Schwartz (PA)
Schwarz (MI)
Scott (GA)
Scott (VA)
Sessions
Shadegg
Shays
Sherwood
Shinkus
Shuster
Simmons
Skelton
Smith (TX)
Souder
Sullivan
Sweeney
Tancredo
Tauscher
Taylor (MS)
Terry

Thornberry
Tiahrt
Tierney
Turner
Udall (CO)
Udall (NM)
Wamp
Watson
Watt
Weldon (FL)
Weller
Westmoreland
Whitfield
Wilson (NM)
Wolf
Woolsey
Wu
Wynn
Young (FL)

□ 1411

Mr. BISHOP of Georgia changed his vote from "no" to "aye."

So the amendment was agreed to.

The result of the vote was announced as above recorded.

Stated for:

Mr. WELDON of Pennsylvania. Mr. Chairman, today, I was requested to testify before the U.S. China Commission. Therefore, on rollcall vote 63 for H.R. 3, I was not recorded to vote. Had I been recorded, I would have voted "aye" for the amendment.

The Acting CHAIRMAN. There being no further amendments, under the rule the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. SIMPSON) having assumed the chair, Mr. LAHOOD, the Acting Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes, pursuant to House Resolution 144, he reported the bill, as amended pursuant to House Resolution 140, back to the House with further sundry amendments adopted by the Committee of the Whole.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

Is a separate vote demanded on any amendment? If not, the Chair will put them en gros.

The amendments were agreed to.

The SPEAKER pro tempore. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

MOTION TO RECOMMIT OFFERED BY MR. HIGGINS

Mr. HIGGINS. Mr. Speaker, I offer a motion to recommit.

The SPEAKER pro tempore. Is the gentleman opposed to the bill?

Mr. HIGGINS. Mr. Speaker, I am opposed to the bill in its current form.

The SPEAKER pro tempore. The Clerk will report the motion to recommit.

The Clerk read as follows:

Mr. Higgins moves to recommit the bill H.R. 3 to the Committee on Transportation and Infrastructure and the Committee on Ways and Means with instructions to report the same back to the House promptly with the following amendments:

(1) To increase funding for the highway, highway safety, transit, motor carrier safety, and highway research programs to a total of not less than \$318,000,000,000 of budget authority and \$301,000,000,000 of guaranteed funding.

(2) To distribute this increased funding to the States through the core highway and transit formula programs for State and local highway and transit infrastructure investments.

(3) To offset this increased infrastructure investment by raising \$34,000,000,000 over the next five years by eliminating the current tax incentives for companies to move jobs and operations offshore.

NOES—197

Abercrombie
Ackerman
Allen
Andrews
Bachus
Barrett (SC)
Barrow
Bean
Becerra
Berkley
Berman
Berry
Biggert
Bishop (NY)
Blackburn
Blumenauer
Bono
Boswell
Boucher
Boyd
Brady (PA)
Brown (SC)
Burton (IN)
Butterfield
Calvert
Camp
Cannon
Capito
Capps
Capuano
Cardoza
Carson
Case
Castle
Chandler
Clyburn
Conaway
Conyers
Costello
Cox
Crowley
Cubin
Cummings
Davis (CA)
Davis (IL)
Davis (KY)
Davis (TN)
Deal (GA)
DeFazio
DeGette
DeLauro
Dicks
Dingell
Doolittle
Doyle
Dreier
Ehlers
Emanuel
Eshoo
Farr
Fattah
Ferguson
Filner
Fitzpatrick (PA)
Ford
Gallegly
Gilchrest
Gordon

Grijalva
Gutierrez
Harman
Hastings (WA)
Hefley
Hereth
Higgins
Hinchey
Hobson
Hoekstra
Holt
Honda
Inglis (SC)
Israel
Jackson (IL)
Jackson-Lee (TX)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (OH)
Kanjorski
Kennedy (RI)
Kildee
Kilpatrick (MI)
Kind
Kirk
Knollenberg
Kucinich
Kuhl (NY)
Langevin
Lantos
Larsen (WA)
Larson (CT)
LaTourette
Lee
Levin
Lewis (CA)
Lipinski
LoBiondo
Lofgren, Zoe
Lungren, Daniel E.
Matheson
Matsui
McCarthy
McCollum (MN)
McCrery
McDermott
McHugh
McNulty
Meeks (NY)
Menendez
Michaud
Millender-Donald
Miller (MI)
Miller, Gary
Miller, George
Mollohan
Moran (VA)
Murtha
Nadler
Napolitano
Ney
Norwood
Oberstar
Obey

Owens
Pallone
Pascarelli
Pastor
Payne
Pearce
Pelosi
Peterson (MN)
Petri
Pickering
Pomeroy
Pryce (OH)
Rahall
Rangel
Reichert
Rogers (KY)
Ross
Rothman
Roybal-Allard
Royce
Rush
Ryan (OH)
Sabo
Salazar
Sanchez, Linda T.
Sanchez, Loretta
Sanders
Saxton
Schakowsky
Sensenbrenner
Serrano
Shaw
Sherman
Simpson
Smith (NJ)
Smith (WA)
Snyder
Sodrel
Solis
Spratt
Stark
Stearns
Strickland
Tanner
Taylor (NC)
Thomas
Thompson (CA)
Thompson (MS)
Tiberi
Towns
Upton
Van Hollen
Velázquez
Visclosky
Walden (OR)
Walsh
Wasserman
Schultz
Waters
Waxman
Weiner
Wexler
Wicker
Wilson (SC)
Young (AK)

NOT VOTING—9

Baird
DeLay
Evans
Northup
Ramstad
Rogers (AL)
Slaughter
Stupak
Weldon (PA)

The SPEAKER pro tempore. The gentleman from New York (Mr. HIGGINS) is recognized for 5 minutes.

Mr. HIGGINS. Mr. Speaker, our Chamber is in its final moments of consideration of this landmark bill which proposes \$284 billion worth of Federal investments in transportation infrastructure across this Nation.

This measure represents so much to each of our districts. It is the embodiment of roads and transit systems that will be either newly built or rehabilitated to aid safe and efficient travel. It will spark an abundance of economic development and create millions of jobs specifically to carry out this transportation work.

I have been grateful for the opportunity during my first few weeks as a Member of this body to work alongside Chairman YOUNG and Ranking Member OBERSTAR on this legislation which will do so much for western New York. But I believe that before we submit to final passage of the bill, we must first acknowledge the fact that we should and can do more.

The President has signaled that he will support a transportation bill that spends no more than \$284 billion in guaranteed funding over 6 years. This number is simply arbitrary and could easily be increased, a fact that was demonstrated by the other body's version of transportation reauthorization last year.

□ 1415

My motion demonstrates one way in which we can match their level of guaranteed funding, \$318 billion, for even more transportation, economic and safety initiatives within this measure.

Specifically, this motion proposes to close a number of offshore loopholes that are enabling American companies to move jobs abroad, avoiding paying U.S. taxes in the process. In closing these loopholes, we are raising an additional \$34 billion, not from an increase in the gasoline tax, but instead by abolishing unfair tax shelters that are strangling job creation and growth in our country.

Seventy-two members of the other body voted to federally fund our transportation expenditures at \$318 billion last year. If we can find a way to match that funding without raising the gasoline tax, without falling deeper into deficit, then I for one believe it is our responsibility to pursue that option.

This motion to recommit would mean \$34 billion more in Federal infrastructure investments, as well as the final eradication of a number of unfair tax shelters that are weakening economic development efforts throughout our Nation. The motion would bring 100,000 additional jobs to my own State of New York, and countless more to the rest of the country. I hope that I may count on my colleagues to support this important measure.

Mr. Speaker, I yield back the balance of my time.

Mr. YOUNG of Alaska. Mr. Speaker, I claim the time in opposition to the motion to recommit.

The SPEAKER pro tempore (Mr. SIMPSON). The gentleman from Alaska is recognized for 5 minutes.

Mr. YOUNG of Alaska. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in opposition to the motion to recommit. I want to remind my fellow colleagues that this is a very well-crafted, bipartisan effort and this would disrupt what I would say is a great chariot that is going to go off on to the horizon and become law.

Mr. Speaker, I oppose the motion.

Mr. Speaker, I yield to the gentleman from California (Mr. THOMAS).

Mr. THOMAS. Mr. Speaker, I thank my chairman for yielding me this brief period of time.

Mr. Speaker, I would say to the gentleman from New York (Mr. HIGGINS), welcome to the House.

Under the motion to recommit, if in fact "promptly" is included in the first paragraph, it means that this is not a motion to recommit.

I was just waiting for the gentleman, because he is probably the one that told the gentleman to do this.

On "promptly," it kills the bill. So all of the statements the gentleman made about the jobs that were going to come to western New York and the dollar amounts that the gentleman is putting in the bill have no standing whatsoever, because by including "promptly" in the motion to recommit, the gentleman is in fact killing the bill.

In addition, the gentleman said that he wanted to try to match the Senate's amount of \$318 billion last year. The reason we did not have a highway bill last year was because the Senate was at \$318 billion. In the conference, we urged the Senate to agree at \$283.9 billion. The conference failed. This year the Senate is at \$283.9 billion; the House is at \$283.9 billion. We actually have a chance to get a highway bill.

But probably the most interesting and ironic part of the gentleman's motion to recommit, notwithstanding the fact it has no application, is the fact that the Highway Trust Fund is actually a user's fee; that people who use the highways raise the money to help build the highways. And the gentleman is looking to raise the additional money for the user-fee Highway Trust Fund from those companies who have left the country. So they are not using the highways, but the gentleman wants to have them pay.

So if the gentleman wants to work a motion to recommit that actually can work and that you can actually raise money and you can actually get it from people who use the Highway Trust Fund, I look forward to working with the gentleman. But if this is the effort conceived and delivered on the other side, I would urge my colleagues to vote this down, because if you really want a highway bill this year, the vote

on the motion to recommit is "no." If you really do want to kill it once again and give the gentleman from Alaska (Chairman YOUNG) an opportunity to work yet again in another Congress, you will vote yes on this ill-conceived motion to recommit.

Mr. YOUNG of Alaska. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. Without objection, the previous question is ordered on the motion to recommit.

There was no objection.

The SPEAKER pro tempore. The question is on the motion to recommit.

The question was taken; and the Speaker pro tempore announced that the noes appeared to have it.

RECORDED VOTE

Mr. HIGGINS. Mr. Speaker, I demand a recorded vote.

A recorded vote was ordered.

The SPEAKER pro tempore. Pursuant to clause 9 of rule XX, the Chair will reduce to 5 minutes the minimum time for any electronic vote on the question of passage.

The vote was taken by electronic device, and there were—ayes 190, noes 235, not voting 10, as follows:

[Roll No. 64]

AYES—190

Abercrombie	Fattah	McNulty
Ackerman	Filner	Meehan
Allen	Ford	Meek (FL)
Andrews	Frank (MA)	Meeks (NY)
Baca	Gonzalez	Melancon
Baldwin	Gordon	Menendez
Barrow	Green, Al	Michaud
Bean	Green, Gene	Millender-
Becerra	Grijalva	McDonald
Berkley	Gutierrez	Miller (NC)
Berman	Harman	Miller, George
Berry	Hastings (FL)	Mollohan
Bishop (GA)	Herseth	Moore (WI)
Bishop (NY)	Higgins	Moran (VA)
Blumenauer	Hinchey	Murtha
Boswell	Hinojosa	Nadler
Boucher	Holden	Napolitano
Boyd	Holt	Neal (MA)
Brady (PA)	Honda	Oberstar
Brown (OH)	Hooley	Obey
Brown, Corrine	Hoyer	Olver
Butterfield	Inslee	Ortiz
Capps	Israel	Owens
Capuano	Jackson (IL)	Pallone
Cardin	Jackson-Lee	Pascrell
Cardoza	(TX)	Pastor
Carnahan	Jefferson	Payne
Carson	Johnson, E. B.	Pelosi
Chandler	Jones (OH)	Peterson (MN)
Clay	Kanjorski	Pomeroy
Cleaver	Kaptur	Price (NC)
Clyburn	Kennedy (RI)	Rahall
Conyers	Kildee	Rangel
Costa	Kilpatrick (MI)	Reyes
Costello	Kind	Ross
Cramer	Kucinich	Rothman
Crowley	Langevin	Roybal-Allard
Cuellar	Lantos	Ruppersberger
Cummings	Larsen (WA)	Rush
Davis (CA)	Larson (CT)	Ryan (OH)
Davis (FL)	Lee	Salazar
Davis (IL)	Levin	Sanchez, Linda
Davis (TN)	Lewis (GA)	T.
DeFazio	Lipinski	Sanchez, Loretta
DeGette	Lofgren, Zoe	Sanders
Delahunt	Lowey	Schakowsky
DeLauro	Lynch	Schiff
Dicks	Maloney	Schwartz (PA)
Dingell	Markey	Scott (GA)
Doggett	Marshall	Scott (VA)
Doyle	Matsui	Serrano
Edwards	McCarthy	Sherman
Emanuel	McCollum (MN)	Skelton
Engel	McDermott	Smith (WA)
Eshoo	McGovern	Solis
Etheridge	McIntyre	Spratt
Farr	McKinney	Stark

Strickland
Tanner
Tauscher
Thompson (CA)
Thompson (MS)
Tierney
Towns
Udall (CO)

Udall (NM)
Van Hollen
Velázquez
Visclosky
Wasserman
Schultz
Waters
Watson

Watt
Waxman
Weiner
Wexler
Woolsey
Wu
Wynn

NOES—235

Aderholt
Akin
Alexander
Bachus
Baker
Barrett (SC)
Bartlett (MD)
Barton (TX)
Bass
Beauprez
Biggett
Bilirakis
Bishop (UT)
Blackburn
Blunt
Boehlert
Boehner
Bonilla
Bonner
Bono
Boozman
Boren
Boustany
Bradley (NH)
Brady (TX)
Brown (SC)
Brown-Waite,
Ginny
Burgess
Burton (IN)
Buyer
Calvert
Camp
Cannon
Cantor
Capito
Carter
Case
Castle
Chabot
Chocola
Coble
Cole (OK)
Conaway
Cooper
Cox
Crenshaw
Cubin
Culberson
Cunningham
Davis (AL)
Davis (KY)
Davis, Jo Ann
Davis, Tom
Deal (GA)
Dent
Diaz-Balart, L.
Diaz-Balart, M.
Doolittle
Drake
Dreier
Duncan
Ehlers
Emerson
English (PA)
Everett
Feeney
Ferguson
Fitzpatrick (PA)
Flake
Foley
Forbes
Fortenberry
Fossella
Foxy
Franks (AZ)
Frelinghuysen
Gallegly
Garrett (NJ)

NOT VOTING—10

Baird
DeLay
Evans
Northup

Ramstad
Rogers (AL)
Sabo
Slaughter

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. SIMPSON) (during the vote). Members

are advised 2 minutes remain in this vote.

□ 1441

Mr. BOREN changed his vote from “aye” to “no.”

Messrs. HASTINGS of Florida, TANNER, WYNN, and MURTHA, and Ms. BEAN changed their vote from “no” to “aye.”

So the motion to recommit was rejected.

The result of the vote was announced as above recorded.

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. YOUNG of Alaska. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 417, nays 9, not voting 9, as follows:

[Roll No. 65]

YEAS—417

Abercrombie
Ackerman
Aderholt
Akin
Alexander
Allen
Andrews
Baca
Bachus
Baker
Baldwin
Barrett (SC)
Barrow
Bartlett (MD)
Barton (TX)
Bass
Bean
Beauprez
Becerra
Cramer
Crenshaw
Crowley
Cubin
Cuellar
Culberson
Cummings
Cunningham
Davis (AL)
Davis (CA)
Davis (FL)
Davis (IL)
Davis (KY)
Davis (TN)
Davis, Jo Ann
Davis, Tom
Deal (GA)
DeFazio
DeGette
Delahunt
DeLauro
Dent
Diaz-Balart, L.
Diaz-Balart, M.
Dicks
Dingell
Doggett
Doolittle
Doyle
Drake
Dreier
Duncan
Edwards
Ehlers
Emanuel
Emerson
Engel
English (PA)
Eshoo
Etheridge
Everett
Farr
Fattah

Inslee
Israel
Issa
Istook
Jackson (IL)
Jackson-Lee
(TX)
Jefferson
Jenkins
Jindal
Johnson (CT)
Johnson (IL)
Johnson, E. B.
Johnson, Sam
Jones (OH)
Kanjorski
Kaptur
Keller
Kelly
Kennedy (MN)
Kennedy (RI)
Kildee
Kilpatrick (MI)
Kind
King (IA)
King (NY)
Kingston
Kirk
Kline
Knollenberg
Kolbe
Kucinich
Kuhl (NY)
LaHood
Langevin
Lantos
Larsen (WA)
Larson (CT)
Latham
LaTourette
Leach
Lee
Levin
Lewis (CA)
Lewis (GA)
Lewis (KY)
Linder
Lipinski
LoBiondo
Lofgren, Zoe
Lowey
Lucas
Lungren, Daniel
E.
Lynch
Mack
Maloney
Manzullo
Marchant
Markey
Marshall
Matheson
Matsui
McCarthy
McCaul (TX)
McCollum (MN)
McCotter
McCrery
McDermott
McGovern
McHenry
McHugh
McIntyre
McKeon
McKinney
McMorris
McNulty
Meehan
Meek (FL)
Meeks (NY)

Melancon
Menendez
Mica
Michaud
Millender-
McDonald
Miller (FL)
Miller (MI)
Miller (NC)
Miller, Gary
Miller, George
Mollohan
Moore (KS)
Moore (WI)
Moran (KS)
Moran (VA)
Murphy
Murtha
Musgrave
Myrick
Nadler
Napolitano
Neal (MA)
Neugebauer
Ney
Norwood
Nunes
Nussle
Oberstar
Obey
Oliver
Ortiz
Osborne
Owens
Oxley
Pallone
Pascrell
Pastor
Payne
Pearce
Pelosi
Pence
Peterson (MN)
Peterson (PA)
Petri
Pickering
Pitts
Platts
Poe
Pombo
Pomeroy
Porter
Portman
Price (GA)
Price (NC)
Pryce (OH)
Putnam
Radanovich
Rahall
Rangel
Regula
Rehberg
Reichert
Renzi
Reyes
Reynolds
Rogers (KY)
Rogers (MI)
Rohrabacher
Ros-Lehtinen
Ross
Rothman
Roybal-Allard
Royce
Ruppersberger
Rush
Ryan (OH)
Ryan (WI)
Ryun (KS)
Sabo

NAYS—9

Boehner
Castle
Flake

NOT VOTING—9

Baird
DeLay
Evans

□ 1451

So the bill was passed.

The result of the vote was above recorded.

The motion to reconsider was laid on the table.

AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 3, TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that in the engrossment of the bill, H.R. 3, the Clerk be authorized to correct section numbers, punctuation, and cross references, and to make such other necessary technical and conforming changes as may be necessary to reflect the actions of the House.

The SPEAKER pro tempore (Mr. SIMPSON). Is there objection to the request of the gentleman from Alaska?

There was no objection.

GENERAL LEAVE

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 3.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mrs. Wanda Evans, one of his secretaries.

LEGISLATIVE PROGRAM

(Mr. LEWIS of Georgia asked and was given permission to address the House for 1 minute.)

Mr. LEWIS of Georgia. Mr. Speaker, I take this time to ask the gentleman from California (Mr. DREIER) about the schedule for next week.

Mr. DREIER. Mr. Speaker, will the gentleman yield?

Mr. LEWIS of Georgia. I yield to the gentleman from California.

Mr. DREIER. Mr. Speaker, as Members have noticed, we have completed our legislative work for the week, and the House will convene on Monday at 2 p.m. for legislative business. We will consider several measures under suspension of the rules. A final list of those bills will be sent to Members' offices by the end of this week. Any votes on those measures that are debated on Monday will be taken at 6:30 p.m. on Monday.

On Tuesday and the balance of the week, the House will convene at 10 a.m.; it is important to know that it is 10 a.m. on Tuesday, for legislative business. We expect to consider two bills under a rule, the Emergency Wartime Supplemental and the Budget Resolution for Fiscal Year 2006.

Finally, I would like to remind all Members that next week is a 5-day work week. We will have votes on Monday, and it will be a very, very active week as we head into the recess. We

may work some late nights next week. It is quite possible that there will be votes; Members should expect them on Friday as we head into the spring district work period.

Mr. LEWIS of Georgia. Mr. Speaker, I would like for my friend, the gentleman from California (Mr. DREIER), if he could, to be a little more definite about next Friday.

Mr. DREIER. As the gentleman knows, we have these two critically important measures that need to be considered next week, the supplemental appropriations bill, which is a very high priority to ensure that our men and women in uniform in Iraq have the resources necessary to complete their very important job over there. We all know there is strong bipartisan support for our troops. And of course, making sure that we complete the important budget resolution.

In light of the fact that we have those two priorities that need to be addressed next week, I am saying I think it is quite possible that Members could anticipate votes on Friday.

Mr. LEWIS of Georgia. Is the gentleman telling us that the supplemental appropriations will come up next Tuesday?

Mr. DREIER. I would say we anticipate that we will see the supplemental bill considered before we consider the budget resolution. And the Committee on Rules is planning to meet Monday evening for consideration of the supplemental appropriation bill. We cannot say with absolute certainty when exactly it will come up, but it is the first thing scheduled legislatively beyond the measures that we will consider under suspension of the rules. I think it is quite possible it will be on Tuesday.

Mr. LEWIS of Georgia. What kind of rule will we have? Will it be an open rule or a restricted rule?

Mr. DREIER. I am privileged to serve as chairman of the Committee on Rules, but it is impossible for me at this juncture to predict exactly what this 13-member committee that spends hours deliberating over major public policy issues will do at the end of the day on this. I can assure the gentleman it will be a fair and balanced rule. But I will oppose putting it out unless it is a fair and balanced rule that allows for consideration of very important measures.

I know my colleague joins me in wanting to ensure that we get the resources necessary to our men and women in uniform who are having such great success in Iraq. I thank the gentleman for yielding.

Mr. LEWIS of Georgia. I ask my friend from California which day would he expect us to consider the budget and what type of rule would he anticipate for considering the budget?

Mr. DREIER. I am happy to say that, again, that we anticipate that the first major measure of the week that we will consider, following suspensions, will be the supplemental appropriations bill.

And the budget itself will likely be considered in the Committee on Rules on Tuesday evening. And again, I cannot predict exactly what shape the rule will take. In fact, when we are completed here, I will be making an announcement for the deadline for consideration of amendments. I will tell the gentleman, as in the past, the Committee on Rules has had a tendency, and I hope to continue that pattern, for actually showing preference for substitute packages that would be offered by Members. And we want to encourage Members who would like to offer budget substitutes to get those to us just as quickly as we possibly can.

Again, it is difficult to say at this moment exactly what that rule will consist of.

Mr. LEWIS of Georgia. If we have consideration of the rule on Tuesday, what day does the gentleman expect the budget to come to the Floor?

Mr. DREIER. Well, again, the supplemental appropriations bill is the first item that we will be working on, and then it will be some time later in the week. Obviously, if we do as I suspect, the Committee on Rules will make in order different substitutes; we will need to have time for that. So it will be later in the week next week. So I cannot tell the gentleman exactly what day it will be, but it will be into the week. And again, quite possibly, it could extend until Friday.

Mr. SPRATT. Mr. Speaker, will the gentleman yield?

Ms. LEWIS of Georgia. I yield to the gentleman from South Carolina.

Mr. SPRATT. Mr. Speaker, I would ask if my friend from California expects the rule to be on the floor Wednesday of next week?

Mr. DREIER. Mr. Speaker, will the gentleman yield?

Mr. LEWIS of California. I yield to the gentleman from California.

Mr. DREIER. Mr. Speaker, I am happy to say to the distinguished ranking minority member of the Committee on the Budget that it is our plan to consider the rule on the budget in the Committee on Rules probably late Tuesday afternoon. So depending on exactly what happens time-wise on consideration of the supplemental appropriations bill, it is quite possible that we could begin work on this on Wednesday, but I am not absolutely certain at this juncture what day it would be.

Mr. SPRATT. Mr. Speaker, will the deadline for filing proposed substitutes or amendments be 5 o'clock on Monday?

Mr. DREIER. Mr. Speaker, I would say that it is our intention in light of the fact that we are discussing this Thursday afternoon that the announcement that I plan to make when we complete this colloquy is that we will ask for the amendments to the budget to be submitted to the Committee on Rules by 10 a.m. on Tuesday which will allow us to meet Tuesday afternoon. So I would encourage, we are now before 3

o'clock on Thursday; I would encourage Members to begin looking at budget substitutes that they may want to offer and fashion those.

I understand it will be tomorrow before they have access to the full text, but I would encourage them tomorrow and over the weekend and on Monday to assemble those substitutes or proposed amendments that they would have, and our deadline is intended to be 10 o'clock on Tuesday morning.

Mr. SPRATT. Mr. Speaker, I thank the gentleman very much.

Mr. LEWIS of Georgia. Mr. Speaker, I thank my friend from California (Mr. DREIER) for being so helpful in providing us the information.

ANNOUNCEMENT BY COMMITTEE ON RULES ON AMENDMENT PROCESS FOR CONSIDERATION OF CONCURRENT RESOLUTION ON BUDGET FOR FISCAL YEAR 2006

Mr. DREIER. Mr. Speaker, the Committee on Rules may meet the week of March 14 to grant a rule which could limit the amendment process for the concurrent resolution on the budget for fiscal year 2006. Any Member who wishes to offer an amendment should submit 55 copies of the amendment and one copy of a brief explanation of the amendment to the Committee on Rules to room H-312 of the Capitol no later than 10 a.m. on Tuesday, March 15.

As in past years, the Committee on Rules intends to give priority to amendments offered as complete substitutes.

Members are advised that the text of the concurrent resolution as ordered reported by the Committee on the Budget should be available on the Web sites of both the Committee on the Budget and the Committee on Rules tomorrow, Friday, March 11.

Members should use the Office of Legislative Counsel and the Congressional Budget Office to ensure that their substitute amendments are properly drafted and scored and should check with the Office of the Parliamentarian to be certain their amendments comply with the rules of the House.

**ADJOURNMENT TO MONDAY,
MARCH 14, 2005**

Mr. DREIER. Mr. Speaker, I ask unanimous consent that when the House adjourns today, it adjourn to meet at 12:30 p.m. on Monday next for morning hour debates.

The SPEAKER pro tempore (Mr. DENT). Is there objection to the request of the gentleman from California?

There was no objection.

**HOURLY MEETING ON TUESDAY,
MARCH 15, 2005**

Mr. DREIER. Mr. Speaker, I ask unanimous consent that when the House adjourns on Monday, March 14,

2005, it adjourn to meet at 9 a.m. on Tuesday, March 15, 2005, for morning hour debates as though after May 16, 2005, thereafter to resume its session at 10 a.m.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

**DISPENSING WITH CALENDAR
WEDNESDAY BUSINESS ON
WEDNESDAY NEXT**

Mr. DREIER. Mr. Speaker, I ask unanimous consent that the business in order under the Calendar Wednesday rule be dispensed with on Wednesday next.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

**EXPRESSING SYMPATHY AND CON-
DOLENCES TO THE FAMILIES OF
VICTIMS OF THE MADRID TER-
RORIST ATTACKS OF MARCH 11,
2004**

Mr. MCCOTTER. Mr. Speaker, I ask unanimous consent that the Committee on International Relations be discharged from further consideration of the resolution (H. Res. 99) expressing the condolences of the House of Representatives to the families of the victims of the terrorist attacks in Madrid that occurred one year ago, on March 11, 2004, and expressing deepest sympathy to the individuals injured in those attacks and to the people of the Kingdom of Spain, and ask for its immediate consideration in the House.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The Clerk read the resolution, as follows:

H. RES. 99

Whereas on March 11, 2004, 10 coordinated bomb explosions at the Atocha, Santa Eugenia, and El Pozo del Tio Raimundo stations and aboard a commuter train occurred during the morning rush hour in Madrid;

Whereas 191 individuals were killed and more than 1,800 individuals were wounded in these horrific terrorist attacks;

Whereas these terrorist bombing attacks were the deadliest in Europe since the bombing of Pan Am Flight 103 in 1988;

Whereas these attacks constitute the worst acts of terrorism ever experienced in Spanish history;

Whereas Spain's investigation into the Basque Fatherland and Liberty terrorist organization, also known as Euzkadi Ta Askatasuna (ETA), has made progress in the Global War on Terrorism;

Whereas the leaders of Spain have worked vigorously to identify and capture terrorists who attempt to find sanctuary in Spain;

Whereas the atrocious acts of violence committed on March 11, 2004, in Madrid show yet again that terrorism knows no borders;

Whereas the United States and Spain are committed to continuing to strengthen the

relationship between the United States and Europe;

Whereas Spain is an advocate for the ideals of freedom and democracy; and

Whereas the people of the United States stand together with the people of Spain to remember those individuals who lost their lives on the one year anniversary of these horrific terrorist attacks: Now, therefore, be it

Resolved, That the House of Representatives—

(1) expresses its condolences to the families of the individuals killed in the terrorist bombing attacks in Madrid that occurred on March 11, 2004, and expresses its deepest sympathy to the individuals injured in such attacks and to the people of the Kingdom of Spain on the one year anniversary of the attacks;

(2) condemns the terrorist attacks that occurred on March 11, 2004, and all acts of terror worldwide; and

(3) expresses its solidarity with Spain and all other countries that have been attacked during the Global War on Terrorism.

Ms. BERKLEY. Mr. Speaker, this Friday marks the one-year anniversary of the tragic train bombing in Madrid, Spain.

The resolution I have introduced with Mr. MCCOTTER expresses the condolences of the House of Representatives to the families of individuals killed in the bombing. It also expresses solidarity with Spain and all other countries that have been attacked during the Global War on Terrorism.

These bombings were the worst acts of terrorism ever experienced in Spanish history—killing 191 individuals and injuring almost 2,000. They also marked the deadliest terrorist attacks in Europe since the 1988 bombing of Pan Am Flight 103.

Much like our own September 11th, the March 11 attacks were senseless acts of violence perpetrated by terrorists against innocent civilians. This was nothing more than an attack against freedom and democracy—perpetrated by cowards bent on turmoil and destruction.

While we have had our differences with the government of Spain over the last year—it is important that Congress reiterate its support with the people of Spain. The war on terrorism is a global conflict that knows no boundaries and does not distinguish between civilian and soldier. We have experienced its destruction first-hand, and we must stand in unity with others who have also felt this tragedy.

The relationship between the United States and Spain remains strong, and Spain remains an important ally in the war on terrorism. The Madrid bombings were a direct attack on this peace-loving government and its democratic principles.

I am deeply saddened by this senseless loss of life, and join my colleagues in expressing our most sincere condolences to the victims, their families and the people and government of the Kingdom of Spain.

The resolution was agreed to.

AMENDMENT TO PREAMBLE OFFERED BY MR. MCCOTTER

Mr. MCCOTTER. Mr. Speaker, I offer an amendment to the preamble.

The Clerk read as follows:

Amendment to preamble offered by Mr. MCCOTTER:

Strike the preamble and insert in lieu thereof:

Whereas on March 11, 2004, terrorists affiliated with Al Qaeda coordinated 10 bomb explosions at the Atocha, Santa Eugenia, and

El Pozo del Tio Raimundo stations and aboard a commuter train during the morning rush hour in Madrid;

Whereas 191 individuals were killed and more than 1,800 individuals were wounded in these horrific terrorist attacks;

Whereas these terrorist bombing attacks were the deadliest in Europe since the bombing of Pan Am Flight 103 in 1988;

Whereas these attacks constitute the worst acts of terrorism ever experienced in Spanish history;

Whereas Spain's investigation into the Basque Fatherland and Liberty terrorist organization, also known as Euzkadi Ta Askatasuna (ETA), has made progress in the Global War on Terrorism;

Whereas the leaders of Spain have worked vigorously to identify and capture terrorists who attempt to find sanctuary in Spain;

Whereas the Club de Madrid, an independent organization of democratic former heads of state and government dedicated to strengthening democracy around the world, is convening an international summit on democracy, terrorism, and security under the High Patronage of His Majesty the King of Spain to commemorate the one year anniversary of the terrorist attacks in Madrid;

Whereas the atrocious acts of violence committed on March 11, 2004, in Madrid show yet again that terrorism knows no borders;

Whereas the United States and Spain are committed to continuing to strengthen the relationship between the United States and Europe;

Whereas Spain is an advocate for the ideals of freedom and democracy; and

Whereas the people of the United States stand together with the people of Spain to remember those individuals who lost their lives on the one year anniversary of these horrific terrorist attacks: Now, therefore, be it

The amendment to the preamble was agreed to.

A motion to reconsider was laid on the table.

□ 1500

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Mr. DENT). Under clause 5(d) of rule XX, the Chair announces to the House that, in light of the administration of the oath to the gentlewoman from California (Ms. MATSUI), the whole number of the House is adjusted to 435.

APPOINTMENT OF MEMBER TO BOARD OF TRUSTEES OF GALLAUDET UNIVERSITY

The SPEAKER pro tempore. Pursuant to 20 U.S.C. 4303, and the order of the House of January 4, 2005, the Chair announces the Speaker's appointment of the following Member of the House to the Board of Trustees of Gallaudet University:

Mr. LAHOOD, Illinois.

PERMISSION FOR COMMITTEE ON THE BUDGET TO HAVE UNTIL SATURDAY, MARCH 12, 2005, TO FILE A PRIVILEGED REPORT TO ACCOMPANY A CONCURRENT RESOLUTION ON THE BUDGET

Mrs. BIGGERT. Mr. Speaker, I ask unanimous consent that the Com-

mittee on the Budget have until 4 p.m. on March 12, 2005, to file a privileged report to accompany a concurrent resolution on the budget.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Illinois?

There was no objection.

STOP VIOLENCE AGAINST WOMEN

(Ms. WOOLSEY asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Ms. WOOLSEY. Mr. Speaker, violent acts in this Nation and around the world must end. Since the passage of the Violence Against Women Act, or VAWA, in 1994, the United States has systematically addressed abuse and violence against women, and we have to continue that tradition; but it appears we have just begun.

Around the world, at least one woman in every three has been beaten, coerced into sex or otherwise abused in her lifetime. Most often the abuser is a member of her own family. Women have the right to feel safe in their own homes and on the streets, and law enforcement and health officials must be equipped to deal with the special needs of these tragic situations.

The Violence Against Women Act has been the essential part of strengthening a support system for abused women in our country. Mr. Speaker, that is why I urge my colleagues to support the reauthorization of VAWA in this Congress so we can continue making the lives of all women safer, healthier, and happier.

RESTORE FUNDING FOR EVEN START

(Mr. CUNNINGHAM asked and was given permission to address the House for 1 minute.)

Mr. CUNNINGHAM. Mr. Speaker, I support the President in almost every area. But in his budget, as in last time, they took out an education program called Even Start. Former Member Bill Goodling pushed Even Start, because in Leave No Child Behind an important factor of that is encouraging and working with parents to work with their children to make sure that they are not left behind.

Unlike a lot of large government programs which are dependent on individual areas and leaders that run it, Even Start, across the board, has been extremely successful. We need to eliminate a lot of duplicative programs in education, but let us not eliminate the good ones; and let us support Even Start in this House.

And I would hope in the House we restore that education program.

SPECIAL ORDERS

The SPEAKER pro tempore. Under the Speaker's announced policy of Jan-

uary 4, 2005, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. BURTON) is recognized for 5 minutes.

(Mr. BURTON of Indiana addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mrs. BIGGERT. Mr. Speaker, I ask unanimous consent to take my Special Order at this time.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from Illinois?

There was no objection.

INTRODUCTION OF THE GENETIC INFORMATION NONDISCRIMINATION ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentlewoman from Illinois (Mrs. BIGGERT) is recognized for 5 minutes.

Mrs. BIGGERT. Mr. Speaker, I rise today to introduce the Genetic Information Nondiscrimination Act. Before I begin, I want to thank my cosponsor, the gentlewoman from New York (Ms. SLAUGHTER). No one has worked harder on this issue and has fought more to bring it more to the forefront.

Back in 1993, this House passed H. Con. Res. 110, recognizing the sequencing of the human genome as one of the most significant accomplishments of the past 100 years. It most certainly is. Thanks to this accomplishment, researchers now know more than ever how the human body works.

Thanks to genetic testing made possible by this discovery, individuals can, for the first time, know their risks for developing one of more than 1,000 genetic disorders.

Why would anyone want this bad news. Well, if you know you or someone in your family is going to get sick, you can plan accordingly. You can incorporate healthy habits to lessen the impact of the condition. For example, a woman who carries a gene known as BCRA, has a much higher risk of developing breast cancer than the rest of the population.

If these women knew ahead of time that they were at greater risk, they would be more likely to eat better, stop smoking, have annual mammograms and take other steps to lower the likelihood of cancer. It also gives individuals and families the chance to mentally and financially prepare themselves for whatever condition they may later develop.

The problem is that individuals are not taking advantage of this opportunity. And why not? Well, they are concerned that their genetic information will be used by health insurers to

deny them coverage and by potential employers to deny them employment.

To put it bluntly, we will never unlock the true promise and benefits of sequencing the human genetic code if Americans are too paranoid to get tested.

Currently, Federal and State laws offer only a patchwork of protection against the misuse of genetic information. In addition, some States have enacted legislation on discrimination in health insurance and/or genetic discrimination in the workplace. Despite the presence of these State laws, only comprehensive Federal legislation can guarantee everyone in the United States protection from genetic discrimination.

That is why I, along with the gentlewoman from New York (Ms. SLAUGHTER), the gentleman from Ohio (Mr. NEY), and the gentlewoman from California (Ms. ESHOO), have introduced this legislation. No one should be afraid to take advantage of the latest science to protect their health or that of their families. It is exactly the same bill that our colleagues in the Senate passed without objection, and it is strongly supported by the administration.

The bill provides commonsense protections for both consumers and companies. It contains protections against frivolous lawsuits with unlimited damages, but at the same time ensures that an individual's private, personal genetic information cannot be used against them. For example, employers cannot fire someone because they are more likely to develop a genetic disorder. Nor can they require employees to undergo genetic testing. At the same time, employers cannot be sued simply because of so-called "water cooler gossip" about an individual's condition that may or may not be true.

Under this bill, health insurance companies cannot deny coverage or charge a higher premium to a healthy individual based solely on genetic disposition to a disease or a disorder. Health insurance is expensive and hard enough to get for many Americans. Let us not make it more expensive based on factors beyond an individual's control.

As technology rapidly changes, so must Federal law. We must now act to protect our Federal investment in the human genome project. If individuals do not take advantage of the opportunities genetic research provides, we do not fully realize the return on our investment. This bill would allow them to do just that.

I am proud to introduce this legislation. I thank my colleagues who have worked so hard on it already: the gentlewoman from New York (Ms. SLAUGHTER), the gentleman from Ohio (Mr. NEY), and the gentlewoman from California (Ms. ESHOO). I urge my colleagues to support this commonsense and much-needed legislation.

CRACKING DOWN ON GANGS THAT TERRORIZE OUR COMMUNITIES

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. SCHIFF) is recognized for 5 minutes.

Mr. SCHIFF. Mr. Speaker, last month I introduced with the gentlewoman from California (Mrs. BONO) the Gang Prevention and Effective Deterrence Act of 2005, a comprehensive bill to increase gang prosecution and prevention efforts. Our legislation is virtually identical to the Feinstein-Hatch bill that was reported out of the Senate Judiciary Committee in the 108th Congress and has since been reintroduced.

The number of gangs continues to grow in communities across the country with substantial increases in the numbers of cities and counties with gang problems between the mid-1980s and the mid-1990s. Since my days as a Federal prosecutor in California, I have been increasingly concerned with the growing public safety threat posed by organized street gangs, and I have also seen the destructive impact that street gangs continue to have on families, on our youth, and on our communities.

In 2002, it was estimated that youth gangs were active in over 2,300 major cities across America, with a total of over 21,000 gangs and over 730,000 gang members. Gang activity is still, regrettably, on the rise.

The gang problem is no longer a local issue but a national one, requiring a national strategy. Our legislation is designed to facilitate this strategy by bringing together Federal, State, and local law enforcement, providing them with new tools to combat gang violence, making available new funds to keep kids out of gangs to begin with.

Street gangs are increasingly focusing on running full-service criminal enterprises in the neighborhoods where they reside, terrorizing those who live in the community. Some have shown increasing levels of sophistication, exhibiting characteristics common to organized crime, and will likely continue to expand their criminal enterprises in new ways and places throughout the country. This requires new and creative ways of attacking the problem.

In 2002, the city of L.A. announced that it would begin to go after gangs in the same way law enforcement brought down traditional organized crime figures, using the Federal racketeering statute RICO to its full capacity. These racketeering laws, however, were designed to prosecute organized crime with Mafia-style organizations in mind. The Gang Prevention and Effective Deterrence Act would create a similar tool, but tailored specifically to violent street gangs by criminalizing violent crimes in furtherance or in aid of criminal street gangs.

The most lucrative criminal enterprise for street gangs has been the retail distribution of illicit narcotics. Our legislation would attack this problem by making murder and other violent crimes committed in connection with drug trafficking a Federal crime.

Street gangs also engage in a host of other criminal endeavors. Gangs are responsible for a large portion of the violent offenses, and the use of firearms is a major feature of gang violence, with gang members far more likely than other delinquents to carry guns and to use them.

Our legislation increases penalties for criminal use of firearms in crimes of violence and drug trafficking. The bill also allows for the detention of persons charged with firearms offenses who have been previously convicted of crimes of violence or serious drug offenses.

Unfortunately, gangs have strong links to the youth in our country. The FBI reported that 819 juvenile gang killings occurred in 2003, up from 580 in 1999; and law enforcement reports the problem is getting worse.

Our youth are being held hostage by gangs. Gang involvement takes a heavy toll on adolescent development and life-course experiences.

In order to prosecute an entire gang, it is sometimes necessary to prosecute multiple defendants in the same case, including juvenile gang members. Our bill proposes a limited reform of the juvenile justice system to facilitate Federal prosecution of 16- and 17-year-old gang members who commit serious acts of violence.

Our legislation also provides more resources to bolster the fight against gangs and attack the problem at its roots, with \$650 million over 5 years to support Federal, State, and local law enforcement efforts, as well as intervention and prevention programs for at-risk youth.

Mr. Speaker, the time to crack down on the gang epidemic in our country is now, and I urge my colleagues to join the gentlewoman from California (Mrs. BONO) and me in this effort by cosponsoring this important legislation.

□ 1515

PRESCRIPTION DRUGS

The SPEAKER pro tempore (Mr. DENT). Under a previous order of the House, the gentleman from Minnesota (Mr. GUTKNECHT) is recognized for 5 minutes.

Mr. GUTKNECHT. Mr. Speaker, I rise again today to talk about the issue of prescription drugs and the price that Americans pay relative to the rest of the industrialized world.

Now, I understand that we are a blessed country, and I understand that in many respects we as Americans should shoulder more of the burden than, for example, the people in Sub-Saharan Africa. But I do not think Americans ought to have to subsidize the starving Swiss.

Let me just show this chart, Mr. Speaker. These numbers are very recent in terms of the comparisons of what we pay in the United States for name-brand prescription drugs and what the people in Germany pay for

the same drugs. Let me cite some of these examples:

Nexium. The next purple pill. It is advertised at every level in the United States. A 30-day supply in Rochester, Minnesota, is \$145.33. That same drug at the Metropolitan Pharmacy in Frankfurt, Germany, is \$60.25. Exactly the same drug.

Look at this list. These are the most commonly prescribed drugs in the United States. Dropping down to Zocor, Zocor is a commonly prescribed drug that reduces cholesterol, particularly for people who have had heart problems. In fact, we have a number of our colleagues here in Congress who take Zocor.

The interesting thing is if you buy that drug at the pharmacy in Rochester, Minnesota, it is \$85.39 for a 30-day supply. If you buy that drug in Frankfurt, Germany, it is \$23.83.

What makes that even more interesting is that if you are a Federal employee, if you are a Member of Congress, there is now a \$30 copay on that drug. So in other words, even a Member of Congress pays \$30, when any German consumer can walk into a local pharmacy and buy it for \$23.80.

The interesting thing is if you total up these commonly prescribed drugs, in Germany those drugs will cost you \$455.57 American. If you buy them here in the United States it is \$1,040.04. That is a 128 percent difference.

What makes this even worse, Members, is that the differences between what we pay in the United States and what they pay in Germany has actually gotten worse over the last year, and that is at a time when the value of the dollar has declined by more than 20 percent. The differentials should have gotten less.

I also want to call Members' attention to an article that appeared today in the Chicago Tribune, and it will be on my Web site as soon as my people can get it on the Web site. It tells what the FDA is now doing. They are, apparently, targeting a program started by the Illinois legislature and their Governor, Governor Rod Blagojevich, a former colleague of ours, that allows Illinois seniors and others to buy prescription drugs from preapproved Web sites in Canada. The savings there average over 50 percent.

Apparently, the FDA is now intercepting these packages. They are literally saying that those drugs are illegal simply because they came from Canada. Well, in my view, that is an extension of what the law actually says, and I do not think the FDA has that power. Worse yet, they may have opened a door here now to a class action lawsuit that this administration is going to rue the day that this door was opened.

This is a very high-risk strategy for this administration. First, they are clearly putting the health of many Americans at risk by seizing prescription drugs en route to patients. Second, it underscores the hypocrisy be-

tween agencies. The FDA on one hand is demanding absolute safety for prescription drugs from Canada, notwithstanding the fact that there is no evidence of any danger to the public health. Meanwhile, another agency is fighting to reopen the border for Canadian beef when worldwide 150 people, including one American, have died from Mad Cow Disease. Apparently, the U.S. cattlemen do not enjoy the same political clout as the pharmaceutical industry.

Finally, they have opened the door, as I said, to a class action suit. Several top lawyers have told me they are drooling at the prospect of getting a case into Federal Court. By using discovery powers, they could uncover documents and information terribly damaging to the administration and the pharmaceutical industry. It is altogether likely that the courts will stop the FDA from treating law-abiding citizens in the United States like common criminals.

The law is vague, but congressional intent is clear: the FDA is wrong in the law, it is wrong on safety, and the courts and Congress can now make that crystal clear.

Mr. Speaker, I submit for the RECORD the article from the Chicago Tribune to which I earlier referred:

U.S. BLOCKS DRUGS SENT FROM CANADA

(By John Chase and Christi Parsons)

The Bush administration has begun selectively seizing prescription drugs imported under a program created by Gov. Rod Blagojevich, ratcheting up pressure to stop a practice that the governor says will save money for consumers but regulators contend is unsafe and illegal.

The Canadian firm that manages Blagojevich's I-SaveRx initiative says the federal Food and Drug Administration in the first two weeks of February blocked more than one-fourth of the foreign drug shipments it mailed to consumers in Illinois and four other states that participate in the governor's plan.

"I won't say the FDA has targeted I-SaveRx, but that's an unbelievable coincidence," said G. Anthony Howard, president and CEO of Ontario based CanaRx Services Inc.

Operators of other Canadian pharmacies that ship drugs to U.S. consumers also said they have noticed an upsurge in seizures in recent weeks.

The FDA has long opposed drug imports yet has done little to stop them. But the reports could signal an aggressive new phase by regulators in their battle to stop Americans from getting their prescriptions from abroad. Officials involved with Blagojevich's program also fear the sporadic seizures may be designed to deter customers for I-SaveRx by creating uncertainty over whether ordered drugs will actually arrive.

In the past, "the FDA has said, 'If it is for personal use, we'll allow them to go into the country,'" said Howard. "Now they're seizing their medication and not allowing it to go through."

The FDA and Blagojevich have been battling since 2003 over his push to end restrictions on drug imports from Canada and Europe, where prescriptions cost less because of price controls.

The Bush administration opposes importation because it says it cannot guarantee the safety of medicine from other nations, but

Blagojevich and others argue that much of the medicine is manufactured overseas and the only difference is the price. Pushing the importation issue, they argue, will force drug companies to lower the cost of drugs in the U.S.

William Hubbard, the FDA's associate commissioner of policy and planning, denied the agency was targeting the program. Though he said the agency considers all of I-SaveRx's shipments illegal, the FDA is focused on seizing drugs from overseas that can easily be counterfeited, such as the cholesterol-lowering drug Lipitor.

"The inspectors' instructions are to open and inspect these foreign shipments when they have the time and capacity to do it," he said.

FAILED FLU VACCINE PURCHASE

Blagojevich's run-ins with the FDA have extended beyond I-SaveRx.

Last fall, shortly before the November election, he announced that he had purchased millions of dollars in European-made flu vaccine to help ease shortages expected because of the sudden closure of a plant that was to have produced half the U.S. supply.

His maneuver backfired, however, because the FDA dragged its feet on approving the imports. The flu season remained mild and vaccine shortages never got as bad as feared.

Blagojevich launched I-SaveRx in October and sold it as a way for all 12 million Illinois residents to save money on their medicine. Since then, Wisconsin, Kansas, Missouri and Vermont have also joined, potentially opening the door to millions more consumers.

But the drug seizure controversy has highlighted how few people have opted to use the program despite its promise of great savings.

Howard said the total number of shipments seized for customers in the I-SaveRx states in the first two weeks of February was 54, and that represented 26 percent of all shipments sent to customers of the program during that time frame.

Since the October start, consumers in the five states have ordered just 4,700 prescriptions.

Blagojevich spokeswoman Abby Ottenhoff downplayed the number of seizures by the FDA, describing them as "minuscule" when viewed in the context of the number of shipments made since the program started.

"This is not extraordinary that this would happen at some level," she said. "The program has overwhelmingly been working smoothly. In a few instances where shipments weren't received, they were re-sent at no cost to the consumer."

THEY HAD MY MEDICINE

One of those seniors who missed a shipment was Robert Wuerth, a 79-year-old retiree from Arlington Heights.

Wuerth had been expecting a three-month supply of Lipitor to arrive in the mail, but instead he got a letter from the FDA informing him that it had sent the medicine back to Canada.

"I couldn't believe it," said Wuerth, who is recovering from three heart procedures. "I just got this letter telling me they had my medicine."

Wuerth said he was lucky he still had medicine left when he learned of the seizure and had time to call CanaRx and ask for a new shipment, which he said is \$80 less than U.S. prices.

Not only did the FDA let that one through, but when it came it bore two labels. One read that it had been rejected for delivery. On top of that was another that said it had been released for delivery.

Officials with CanaRx fear the FDA might be picking on I-SaveRx to embarrass Blagojevich. But officials with other Canadian pharmacies said they too have noticed a

considerable upsurge in the number of seizures of their imports, mostly at airports in Los Angeles and Chicago.

Randy Stephanchew, vice president of standards for the Canadian International Pharmacy Association, which is unaffiliated with the I-SaveRx program, said more than 50 shipments from his Winnipeg pharmacy in recent weeks have been detained from customers in California because they were considered an "unapproved, misbranded drug."

A former official with Health Canada, the Canadian government's equivalent to the FDA, Stephanchew said the FDA has long held a policy permitting individual American citizens to import drugs from foreign countries.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. GEORGE MILLER) is recognized for 5 minutes.

(Mr. GEORGE MILLER of California addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

EXCHANGE OF SPECIAL ORDER TIME

Ms. WOOLSEY. Mr. Speaker, I ask unanimous consent to take the time of the gentleman from California (Mr. GEORGE MILLER).

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

PAKISTANI RAPE VICTIM AND SMART SECURITY

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Ms. WOOLSEY) is recognized for 5 minutes.

Ms. WOOLSEY. Mr. Speaker, tonight I want to tell the story of Mukhtar Mai, a Pakistani woman who was gang-raped by four men at the direction of the local village council. She committed no crime whatsoever, not a single violation of any kind; yet she was punished by allowing neighboring men to rape her.

Why did the village council encourage the gang rape of Mukhtar Mai? They say it is because her brother was accused of having sex with an older woman from a more prominent family. So the family's punishment was through Miss Mai. But even worse is that the accusation that Mukhtar's brother had sex with an older woman was not true. The accusation was floated to cover up the fact that her brother was actually sexually assaulted by a group of men.

Everyone in the world should be offended by these horrific acts. Mukhtar is a 33-year-old schoolteacher dedicated to educating her nation's children, and she was viciously attacked as punishment for a crime that her brother was accused of, but never committed. Sadly, Mukhtar is not alone. Extreme violence against women happens every day in countries around the world. Most Pakistani women, I am told, in a

situation like this, would choose to quietly accept their unfair fate because of fear from the powerful influence of their tribal leaders.

Mukhtar was not silenced. She bravely spoke out after the rape. Her brave voice attracted the attention of media outlets all around the world. In embarrassment, the Pakistani Government reacted to public pressure by promising to swiftly punish her attackers, and a court soon tried and jailed the six men who were involved in the rape.

Unfortunately, the story gets even worse after that. These men, this week, who are all close neighbors of Mukhtar, were actually released from prison. Citing a lack of evidence, a higher court overturned the original convictions of five of the six men. With the five released, Mukhtar fears her life is in danger. Mr. Speaker, who would not be afraid, especially when the men live so close, especially when one woman went against her village traditions and spoke out and challenged her rapists and her accusers, acting bravely, not cowering and not accepting the shame of such an injustice?

This is an important story for several reasons. First, anyone who cares about the fair treatment of human beings around the world should be concerned that women are being treated this way anywhere. Also, we know there is an important link between the fair treatment of women and global security and development. In fact, the more equitably a country treats its female population, the more stable that country tends to be.

Studies in developing countries have demonstrated that the higher level of girls' enrollment in school, the less crime and violence occur in that country. The question is: Why does the United States provide millions of dollars every year to a country like Pakistan that allows this type of brutality to occur?

Last year alone, the United States provided \$300 million in foreign military financing for Pakistan, a country, according to the Council on Foreign Relations, that has provided covert support for terrorist organizations that are active in Pakistan's mountainous regions, making it almost impossible to track the activities of groups like al Qaeda.

We need to pursue a smarter national security policy if we want to get serious about ending terrorism and encouraging democracy. We need what I call SMART Security, which is a Sensible Multilateral American Response to Terrorism for the 21st century.

Instead of providing millions of dollars in military support for countries that endorse and encourage terrorism, SMART security would spend the same dollars on educational opportunities in countries like Pakistan, especially for women and girls, in order to help encourage gender equality and economic stability. The return on our dollar will be far greater when spent on books and schools instead of guns and bombs.

Let us adopt the SMART security policy when it comes to dealing with countries like Pakistan, because SMART security will make America safer in the long run, and it will help millions of brave women like Mukhtar Mai.

FREDERICKSBURG, TEXAS, HIGH SCHOOL AEROSPACE PROGRAM

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. CONAWAY) is recognized for 5 minutes.

Mr. CONAWAY. Mr. Speaker, the newsprint, the television media, and I notice even in this House, as in a couple of speakers ago, we are constantly bombarded with stories of the youth in our communities, in our cities, in our towns that are doing bad things, young men and women who are making some bad choices, and some of them very grievous and extremely bad choices. They get an awful lot of the air time on television and in newsprint.

I am standing before you today, Mr. Speaker, to point out a group of young men and women in Fredericksburg, Texas, who are, I think, at the absolute other end of the spectrum from those who we typically see in our newspapers.

I want to talk briefly this afternoon about the Fredericksburg High School Aerospace Program. This is a voluntary program, an elective program that students in Fredericksburg High School can participate in. Their mission each year is pretty straightforward. The first day of class the teacher writes the problem on the board, and then they have to solve it. They will spend the entire year solving that problem.

The problem that Mr. Williams, the founding father of this program, gives his class, their mission, is to put a 35-pound scientific experiment 100,000 feet into the air. And that is it. This group of young men and women then begin to break up into teams, teams that will help do the design. There will be young men and women who may be good at physics and other math skills; there will be teams that are good at marketing and they will be out trying to scrounge and acquire the necessary information and materials to solve the problem each step of the way.

There is no text book. These young men and women are solving this particular problem from scratch. Mr. Williams is there to keep them between the white lines, but he is also there to let them make mistakes. As they go down paths that do not solve the problem, they learn from those mistakes and then go back to the drawing board, so to speak, to accomplish their mission.

SAT scores at Fredericksburg High School have risen 200 points as a result, in their minds, as a result of this cross-disciplinary process that goes on within this particular classroom. Also,

these young men and women, 80 percent of them go on to engineering degrees in colleges.

I am not sure of the exact statistics, but China is producing a staggering number of engineers greater than we are in this country, and that ought to give us all pause for concern. If America wants to remain competitive in whatever arena, look at the advantages all these engineers being trained in China will give them over us, as we produce fewer engineers, should give each of us pause on a variety of levels.

These young men and women go on to school to further their careers. They work in teams. They learn to use skills and techniques and processes that serve them well in the real world by working in groups, small groups and large groups, to accomplish this program. They design this vehicle from nose cone to nozzle, including the propulsion systems.

Now, once they have the design done, they then build the rocket. They build the 35-pound test module that they are going to send 100,000 feet into the air. They build it from scratch. They do all the electrical work; they do all of the construction work that they can. They then begin to look for contributions from companies that might be in this business or in allied businesses, looking for the nozzle parts, looking for the parts of the nose cone, the fuel systems, and those kinds of things, because they do not have money that goes with this. This is all part of the program of living in the real world, looking at problems and trying to figure out how to solve them.

Some of the accomplishments of the Fredericksburg High School and this team is the first high school to break the sound barrier with their rocket.

□ 1530

They are also the high school that has launched the largest, fastest vehicle to the highest altitude at a Federal missile range, White Sands Missile Range outside Alamogordo. That is a top accomplishment for a group of high school students.

This program, in its seventh or eighth year, is being developed in a manner that will allow it to be replicated in other high schools across the Nation, providing an opportunity to incite and interest our young men and women in positive programs doing things and doing those things well.

Mr. Speaker, I rise today to point this out to my colleagues here in the House. I hope that the good citizens throughout the 11th Congressional District of Texas and throughout the United States will recognize these accomplishments, will look for their own communities to say: We have some kids that are as bright and as smart as the kids in Fredericksburg, Texas; I wonder why we cannot beat their record, why we cannot put a 35-pound payload 100,000 feet into the air and recover it intact. It is a great accomplishment that is going on in Fred-

ericksburg, Texas. This is a great opportunity to recognize the wonderful things being done by these students, in contrast to all the bad things that we hear in the press.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New Jersey (Mr. PALLONE) is recognized for 5 minutes.

(Mr. PALLONE addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mr. ENGEL. Mr. Speaker, I ask unanimous consent to take my Special Order at this time.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

LEBANON AND SYRIA LIBERATION ACT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from New York (Mr. ENGEL) is recognized for 5 minutes.

Mr. ENGEL. Mr. Speaker, for too long Syria has heard yes from the world. It has sponsored terrorism, and the world answered: Yes. It has built up an arsenal of weapons of mass destruction, and the world answered: Yes. And it has stolen from Lebanon its sovereignty and political independence, and, once again, the world answered: Yes.

This week, we are here to tell Syria: No. For over a generation, the world stood silently as the occupation set deep roots in Lebanon, while hundreds of people were murdered by Syrian-supported terrorists like Hezbollah all over the world, and a dangerous stockpile of chemical weapons was developed. Anger grew as guerillas entered Iraq from Syria to kill innocent Iraqis and American soldiers, but it was left to the United States Congress to grab the bull by the horns and devise a policy to free Lebanon and confront Syria.

The Syria Accountability Act and Lebanese Sovereignty Restoration Act, which I wrote, was signed into law in December 2003 and told Syria that things had changed. Until Syria got out of Lebanon, halted its support for terror, ended weapons of mass destruction programs and stanching the flow of extremists into Iraq, it would face sanctions.

Last fall, the United Nations followed our lead. They demanded in U.N. Security Council Resolution 1559 that Syria completely leave Lebanon, and Hezbollah be dismantled. But still, Syria remains in Lebanon, and the terror machine operates from the Damascus sanctuary.

It is remarkable, but it has taken the murder of a former prime minister of Lebanon and mass protests by Lebanese aspiring for democracy for the

world to take on the Syria challenge. The Cedar Revolution which has been launched by Lebanese people calling for Syria to leave Lebanon is something that really make us proud.

So this week, the gentlewoman from Florida (Ms. ROS-LEHTINEN) and I introduced a new bill. This is the natural follow-up to the Syria Accountability and Lebanese Sovereignty Restoration Act. The legislation is called LA SYRIA LA, which means in Arabic, No Syria No. It says that until Damascus gets completely out of Lebanon, stops supporting terrorist groups and ends its weapons of mass destruction programs, the Lebanese and Syria Liberation Act, LA SYRIA LA, codifies existing sanctions against Syria and imposes American sanctions on countries and companies which provide destabilizing weapons to Syria. In other words, third countries will have sanctions against them if they provide destabilizing weapons to Syria. It calls for a State Department report to Congress on Syrian activities, provides for American assistance to pro-democracy and human rights groups in Syria and Lebanon and instructs our government to oppose Syrian bids for U.N. leadership positions and international loans to Syria.

So, today, we stand with the Lebanese people who wish to take back their people by saying no to the Syrian occupiers. We stand with the world and the President of the United States, who is saying no to the Syrian occupation, and we align ourselves with the forces of Lebanese democracy which will deliver the ultimate no to Syria through power of the ballot box, not the barrel of the gun.

Now I must say, today, the newspapers reported that in a sharp policy reversal, the Bush administration is now ready to see Hezbollah in a role in Lebanon at the urging of France. I am sorry to hear, that, if it is true, is ill-advised, and I urged the administration to never acquiesce to terrorist organizations like Hezbollah. Hezbollah is in the same category as al Qaeda, and the President has said time and time again that there are no good terrorists, only bad terrorists, and we cannot compromise with terrorism. I hope this is not the fact. We should not deal with Hezbollah. Hezbollah killed 243 Marines, U.S. Marines, 20 some odd years ago in Beirut and has killed countless number of Israeli citizens by being allowed to conduct a proxy off of Syria against Israel in South Lebanon.

Resolution 1559 of the U.N. Security Council which we sponsored says that Hezbollah and all terrorist organizations in Lebanon must be dismantled and that the Syrians must get out of Lebanon. I urge the administration to stick to its guns on that and never recognize Hezbollah as anything more than a terrorist group.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from North Carolina (Mr. JONES) is recognized for 5 minutes.

(Mr. JONES of North Carolina addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

ORDER OF BUSINESS

Mrs. MUSGRAVE. Mr. Speaker, I ask unanimous consent to take my special order at this time.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Colorado?

There was no objection.

HONORING THE FAMILY OF EVA BOWMAN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Colorado (Mrs. MUSGRAVE) is recognized for 5 minutes.

Mrs. MUSGRAVE. Mr. Speaker, I rise today to honor Eva Bowman and her late husband, Ralph, for their commitment to education and, specifically, for their commitment to the Wray School District located on the eastern plains of Colorado.

The Bowmans' dedication to and involvement in the school districts of East Yuma County spans five generations. As a young girl, Eva rode her horse to school southeast of Wray. That schoolhouse was made of sod. It was heated using wood and cow chips. She graduated from Laird High School. Her father, Fred Peterson, was also active in education and served as a member of the Starnes County School Board at the turn of the last century. Ralph attended the nearby East Beecher Island County School, but had to quit after the eighth grade in order to work on the farm.

Because he was not able to finish his education, Ralph felt it was very important for his children and his grandchildren to receive a good education. All three of the Bowman children graduated from Wray High School. The ten Bowman grandchildren and 21 great grandchildren all attend or have graduated from the schools within East Yuma County. By the time the Bowmans' youngest great granddaughter completes her schooling, their family will be celebrating well over 100 years of education within these wonderful educational institutions.

As an additional testament to their devotion, Eva recently donated \$200,000 to the Wray School District wind turbine project on behalf of her late husband, Ralph, and her children, Jean Brophy, Geraldine Baird, and Jack Bowman. Upon completion, the wind turbine project will make Wray the first school district in Colorado to own a renewable energy source.

Recently, when her loving grandson Michael was talking to his grandmother, they commented on the technological changes Eva has experienced during her life. Michael praised his grandmother for her excitement about life, and she said, "I am not afraid to die; I just wish I could keep on living

so I can see what happens next." That epitomizes the kind of woman Eva Bowman is.

Mr. Speaker, it is people of optimism, perseverance, and commitment to education, like Eva and Ralph, that make America the strong, innovative country that it is today. We owe the Bowmans a heart of gratitude for setting such a positive example for all of us to follow.

THE FAILURE OF CAFTA

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. BROWN) is recognized for 5 minutes.

Mr. BROWN of Ohio. Mr. Speaker, this is the face of CAFTA. This photo was taken by Reuters News Service yesterday in Guatemala as police forces used tear gas and water cannons to beat back hundreds of demonstrators who had united to speak out against the Central American Free Trade Agreement, CAFTA. This is the face of CAFTA.

More than 25,000 letters have been signed by workers in Guatemala begging their Congress not to rush through this bad trade agreement. Throughout the developing world, from Guatemala to every other developing country, workers do not share in the wealth they create. Nike workers in Vietnam cannot afford the shoes they make. Disney workers in Costa Rica cannot buy the toys for their children. Motorola workers in Malaysia are unable to purchase the cell phones.

The North American Free Trade Agreement promised to create a thriving middle class in Mexico, to raise wages and lift people out of poverty. A dozen years later, there is no middle class realizing their dreams. Instead, there is a fallen minimum wage and the ongoing nightmare of abject poverty despite the backbreaking work and deplorable working conditions.

Now President Bush wants to expand this failed trade agreement with CAFTA, the Central America Free Trade Agreement, a dysfunctional cousin of NAFTA, involving five Central American countries: Costa Rica, Nicaragua, El Salvador, Honduras and Guatemala. CAFTA nations are not only among the world's poorest countries; they are also among its smallest economies. With a \$62 billion combined economic output, about that of Columbus, Ohio, these countries can hardly serve as a growth engine for the \$10 trillion U.S. economy. CAFTA is more about access to cheap labor and exporting American jobs than exporting American goods.

Trade pacts like NAFTA and CAFTA enable companies to exploit cheap labor in other countries, then import their products back to the U.S. under favorable terms. As a result, our country, especially my State of Ohio, bleed manufacturing jobs and run unprecedented trade deficits.

Gregory Mankiw, the President's former chief economist, portrays the

exporting of jobs as inevitable and desirable, saying, "When a good or service is produced more cheaply abroad, it makes more sense to import it than to provide it domestically."

Mr. Speaker, I would say to Mr. Mankiw that what really makes sense is a trade policy that lifts workers up in rich and poor countries alike while respecting human rights and democratic principles.

Proof that CAFTA is a legacy of failed trade policies is evidenced in Congress' own inaction. Since 2001, Congress typically votes within 8 weeks, about 60 days, of President Bush signing a trade agreement. Nearly 300 days have elapsed since President Bush signed the Central American Free Trade Agreement. That delay is proof that CAFTA is a failure and further proof of CAFTA's failure can be seen in this photo when police have turned on their own protesting public, people who are exercising their rights simply to petition their Congress and ask that they not pass this trade agreement.

And yet, the U.S. continues to push for more of the same, more trade agreements that ship jobs overseas, more trade agreements that neglect essential environmental standards, more trade agreements that keep foreign workers in poverty.

Madness, Mr. Speaker, is repeating the same action over and over and expecting a different result. The United States, with its unrivaled purchasing power and our enormous economic clout, we are in a unique position to help empower poor workers in the developing world while promoting prosperity at home. When the world's poorest people can buy American products rather than just make them, then we will know that our trade policies are finally working.

□ 1545

RU-486: BABY POISON THAT ALSO KILLS WOMEN

The SPEAKER pro tempore (Mr. DENT). Under a previous order of the House, the gentleman from New Jersey (Mr. SMITH) is recognized for 5 minutes.

Mr. SMITH of New Jersey. Mr. Speaker, RU-486 is baby poison, and now we know it is also fatal to women. RU-486 is a powerful pesticide that was developed to kill human beings, not cure them. It targets unborn children for elimination as if they were cancers or viruses and hurts the women who take it. The fact that pro-abortion groups led the charge to water down the FDA's safety measures on RU-486 and now have been silent in the death of Holly Patterson is an indictment against them. They care more about abortion than they do women. These groups have actually chosen to subjugate women's lives and health to the insatiable desire for legal abortion at any time and for any reason. They have chosen abortion over women, but our current FDA should not continue

to side with these extreme organizations such as Planned Parenthood. The FDA should be concerned more about health than they are with the bottom line of what the abortion industry is making.

That is why I so strongly support Holly's Law, a bill authored by the Senator from South Carolina (Mr. DEMINT) and the gentleman from Maryland (Mr. BARTLETT). I was very glad to join the gentleman from Maryland today at a press conference promoting this important legislation. As a father, my heart goes out to the Pattersons in their grief over the loss of their daughter. RU-486 killed Holly Patterson, and the approval of this terrible drug during the Clinton administration was done in the name of political expediency instead of patient health.

Let me just say briefly, Mr. Speaker, that the FDA violated Federal law and their own standards in approving RU-486. They approved it without the submission of data from adequate and well-controlled clinical trials. They created a final approval regimen for the use of RU-486 that does not reflect safeguards employed in the clinical trials on which FDA relied. They approved RU-486 using the expedited subpart H process which is only supposed to be used to approve drugs to treat serious or life-threatening illnesses. Unless you construe the killing of an unborn child, boy or girl, to be a disease or an illness, subpart H should have never been used.

In violation of their own pediatric rule, they never tested the drug on adolescents, even though it is being used by adolescents. They have failed to impose and enforce restrictions on the use of RU-486 commensurate with the risk that it poses to women, and women are dying. They failed to require the Population Council to honor in full its post-approval safety study commitments, and let us not forget that this drug is being manufactured in the People's Republic of China.

It is important to keep in mind that with RU-486, we are talking about calibrating a poison designed to kill one person without causing harm or without killing another. The purpose of RU-486 is to chemically poison, this is the purpose of it, another human being. That it is dangerous physically and mentally and should never be sold to young people as a solution to their problems ought to be self-evident. Abortion, Mr. Speaker, is violence against children. We can do better for women. It is not in their interest that their children be killed with these powerful poisons.

I would just say finally, Mr. Speaker, that the longer this poison is on the market, administered to young people by groups like Planned Parenthood, the more unborn boys and girls and women who take it will be at risk of death and injury.

Let us not forget, as well, that Planned Parenthood is an organization

that annually performs about 240,000 abortions. They make an enormous amount of money from the abortions that they provide, either surgically or chemically; and this is now another tool in their arsenal against unborn children. They ought to be known as Child Abuse, Incorporated for the large number of children that they have killed and continue to kill with U.S. subsidies both at the Federal and the State level.

Mr. Speaker, again we call on the FDA. It is time to take this drug, this chemical poisoning of unborn children that is so dangerous to women, off the market.

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. CUELLAR) is recognized for 5 minutes.

(Mr. CUELLAR addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Ohio (Mr. NEY) is recognized for 5 minutes.

(Mr. NEY addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Florida (Mr. WELDON) is recognized for 5 minutes.

(Mr. WELDON of Florida addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

NATIONAL ANTHEM PROJECT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. POE) is recognized for 5 minutes.

Mr. POE. Mr. Speaker, this morning on the west lawn of this fine building, the Capitol of the United States, I participated in the National Anthem Project. Sponsored by the National Association For Music Education and supported by its honorary Chair, First Lady Laura Bush, as well as Jeep, Chrysler, Save America's Treasures, the Girl Scouts of America, the NBA, the U.S. Conference of Mayors, the National Education Association, the American Legion and many, many more, this 3-year project will get America singing our national anthem again, the "Star-Spangled Banner," proudly and strongly singing it again and will help people understand the important role that music classes play in teaching our culture.

During the most forgotten American war, the War of 1812, some say the second American revolution, between the United States and England, the British invaded the United States and they torched this city, Washington, consuming numerous public buildings, in-

cluding the White House and this Capitol, leaving it, as they said, in a most magnificent ruin.

Next on their list was the city of Baltimore, not far from here. They attempted to attack Baltimore by sea. American forces under the command of Colonel George Armistead defended Baltimore in the harbor with Fort McHenry standing in the way of the British and Baltimore, and they thwarted this destruction by the British.

A young lawyer on a British ship trying to seek the release of a friend watched this 25-hour British naval bombardment of Fort McHenry throughout the night, and the next morning he saw the largest United States flag he had ever seen flying at dawn and inspired this young lawyer by the name of Francis Scott Key to write the words that later became our national anthem. He watched the flag fly as the British ships left the harbor in defeat.

Yet, Mr. Speaker, the lyrics to the "Star-Spangled Banner" that we have officially called our national anthem for 75 years are foreign to many of our citizens. According to a Harris poll, fewer than 30 percent of American children can sing this patriotic song. This is somewhat tragic. We must revive America's heritage starting by equipping our Nation's music teachers with the resources they need to preserve our tradition in freedom, freedom in song.

Unfortunately, when budget cuts are made in the area of education, music classes in schools across the country are the first to be asphyxiated. But considering that so much of our history is chronicled through songs, songs like the "Star-Spangled Banner," and that three out of four Americans cite music class in their public school as the primary place they learn about American history, how can we let this trend continue? Are we going to deprive future generations of Americans the vibrant spirit of our land?

Cicero, the Roman orator, author, and politician, once said: "Not to know what has been transacted in former times is always to remain a child. If no use is made of the labors of the past, the world must remain always in the infancy of knowledge." And even though he warned us about the tragedy of this apathy of history, we have deserted our commitment to the far-reaching study of civics, civics education and American history in these United States. We must ask ourselves how many of our students can identify such names as John Paul Jones, Susan B. Anthony, Paul Revere, and Nathan Hale.

To answer this question, we have to examine where a number of the curricula in our Nation's classrooms begin the American tale. Now, in many American classrooms they do not start American history with the American Revolution. They start it with World War II to the present. They just do not have enough time, according to educators. So how can we blame our young

children who become our young leaders if they do not know our history?

Moreover, according to the Fordham Institute, which seeks to focus on effective education reforms, few history teachers ever learn much history themselves. More than half of high school history teachers did not major or even minor in history in college. As a result, teachers charged with imparting information to young Americans about the history of their country and the history of the world rely on the textbooks available to them, often textbooks that the teachers themselves had little to do with selecting or reading. At some places in the United States we still use coaches to teach history.

Mr. Speaker, this state of affairs is why I am proud to support campaigns like the National Anthem Project and encourage my fellow Americans to help us regain our appreciation for this legacy. Luckily, I come from Texas where the knowledge of our State's history is not neglected, but hallowed. In fact, State standards mandate the study of Texas history first in the fourth grade and then more comprehensively in the seventh grade. Lone Star students among other topics learn about the Texas Revolution, the establishment of the Republic of Texas, and subsequent annexation to the United States.

As my colleague Senator ROBERT BYRD has said, "An American student regardless of his race, religion or gender must know the history of the land to which they pledge allegiance. They should be taught about the Founding Fathers of this Nation, the battles they fought, the ideals that they championed, and the influences they have made throughout the world. They should be taught about our Nation's failures, our mistakes, our inequities. Without this knowledge, they cannot appreciate the hard-won freedoms that are our birthright."

So, Mr. Speaker, to reclaim and be the home of the brave and the land of the free, as our "Star-Spangled Banner" recites, we must learn our history, know our history, teach our history to our kids and be proud of our history; and we must get America singing about the United States of America.

TRANSPORTATION REAUTHORIZATION

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Ms. JACKSON-LEE) is recognized for 5 minutes.

Ms. JACKSON-LEE of Texas. Mr. Speaker, the last 2 days were a whirlwind, but I am not going to criticize the speed in which we moved at this time, 2005, to move TEA-21. Why? Because we have been trying for almost a session to pass a transportation reauthorization bill that really provides jobs and mobility to America. So I rise today to applaud both Chairman YOUNG and Ranking Member OBERSTAR for the very complicated and complex legisla-

tion that was passed trying to embrace all of America: rural, urban, suburban, all of the hamlets and counties and large cities and small cities, all of the true aspects of mobility in this Nation.

I heard this morning on one of our networks, our cable networks, that in order to address the question of an energy shortage besides the fact that I come from Texas and we are known, my particular district, for being the energy capital of the world, but I think good common sense, no matter where you come from, would suggest that mobility is an important part of energy conservation, and mobility dealing with trains and transit systems, buses that are more conservation, if you will, sensitive, electrical cars, hybrids, all of those are on the table and I am glad to say that as we look toward the energy bill, we will be looking at those issues; but the transportation bill addresses them as well.

Let me cite, Mr. Speaker, a few of the concerns that I have and also a few of the accolades. Let me first of all say that I believe that we are a United States of America, small States and large States. I happen to come from a donor State. That means that we send more money to the Federal Government than we get back. It is not a question of selfishness. It is a question of spreading the wealth across the United States per person. I am glad to note that this good sense of the United States House came together to increase the donor State return so that Texas gets more money on its return as it is investing in the United States Government while not hurting the smaller States. That is the donor State equity, and I would say that we as members of the Texas delegation and other large States were willing to work with the leadership to make this happen.

Might I also say that I am disappointed in all of the amendments that came about on the toll roads. These are roads that you pay to go on. I know if I look at most of my constituents, they wish we did not have toll roads. But I certainly think it is unfair if a local jurisdiction decides to provide some sort of relief for low-income workers, many of whom are driving the 1990, 1980 vintage cars, maybe some of you have those cars, and are day laborers or hourly workers and really cannot afford to get to work. They have no mass transit which we are trying to promote. They cannot get to work. That was passed and I hope it is taken out in conference where local jurisdictions can give relief, meaning a lower rate, to those low-income workers who are driving cars who are trying to get to work. Would you not rather have them working than to be on the public benefit, if you will, because they cannot get to work?

That brings me as well, Mr. Speaker, to a provision in my constituency that is called the Safe Clear program. It means that you are automatically moved off a freeway in my jurisdiction in Houston without any option to call

any relatives or to move in another direction. It is an automatic tow. We had an enormous crisis and many of these tolls are on interstate highways. I hope that we will have the monitoring of this program, though it has been fixed by city council and they have tried to work with the State, they were concerned, but the United States Government Department of Transportation should be monitoring what we call the Safe Clear program in Houston, Texas, in order to avoid what we call impeding of interstate commerce.

Let me also cite a very important issue in my district and that is Metro. That is our mass transit that has been struggling for 20 years to get on the books.

□ 1600

We finally got over 50 percent.

Many of you in your communities may be facing this. You want mass transit, and two people do not, and those two people have been holding it up. That is what has been happening in Houston, Texas. I would beg of the Department of Transportation not to be engaged in politics, that is what you are engaged in, and expedite the approval process so that people who want to get on mass transit in jurisdictions like Houston, Texas, and maybe other parts of the Nation, can get an expedited approval so they can move forward with the dollars and get people out of their cars and into effective mass transit.

Our metro system now, with only 7.5 miles, has some 30,000 riders per day. It connects the Medical Center and students to downtown Houston. It is imperative that we work on that.

Again, I want to applaud those who brought a resolution to the donor problem, and I want to likewise be mindful of the fact that as we move towards this bill, let us take out the poison pills, those provisions such as not allowing some individual relief, let us take out the poison pill of not allowing local toll jurisdictions to use their profitable dollars to invest in other mobility projects.

This is a good bill, but we need oversight, and we certainly need to move those transit projects forward that are sitting and waiting on the FTA's desk.

ENSURING TRANSPORTATION EARMARKS STAY BELOW THE LINE

The SPEAKER pro tempore (Mr. DENT). Under a previous order of the House, the gentleman from Arizona (Mr. FLAKE) is recognized for 5 minutes.

Mr. FLAKE. Mr. Speaker, I rise today to talk about the transportation bill. I offered an amendment earlier today, and time constraints prohibited me from really explaining the amendment, what I was seeking to do and the problem with the bill as it currently is or may become once it gets through conference.

During debate on the bill, the chairman of the committee said that every

earmark in the bill was related and being spent on transportation. He actually stated that every dollar in the bill was for transportation.

I am holding here some 200 pages of earmarks, over 3,300, about 30 per page here. Let me just give you an example of some of them, and you can decide for yourself whether or not they are related to transportation.

You the taxpayer are spending \$3 million in the bill to renovate and expand the National Packard Museum and adjacent Packard facilities in Warren, Ohio.

You the taxpayer are spending \$7,268,486 for the Vermont Association of Snow Travelers to build a snowmobile trail in Vermont.

You the taxpayer are spending \$750,000 to construct horse riding trails in the Jefferson National Forest.

This is in the transportation bill, mind you, all dollars that are supposed to be spent exclusively on transportation.

You the taxpayer are spending \$540,000 to establish a transportation museum on Navy Pier.

How about \$3.2 million to acquire site, design and construction of an interpretive center, whatever that is, and enhancement of trail corridor for the Daniel Boone Trail Wilderness Corridor?

How about \$1.7 million for reconstruction and conversion of Union Station to establish a transportation museum?

On and on and on it goes. Here is the last one, not the last, but another one: \$1 million you are spending to fund reconstruction of the home of James Madison in Orange, Virginia. Now, one might argue that, when a visitor is visiting the home of James Madison, he is not on the road, and therefore, he is freeing up available space for the other motorists. Perhaps that relates to transportation. I am stretching here, but they must be stretching for spending our taxpayer dollars that way. But certainly, I think the taxpayer is owed a better explanation than that.

The problem with the transportation bill, to add insult to injury, is that, too often, these earmarks in other States come out of your State's formula. Arizona is a donor State; we give far more than we get back from the Federal Government, and too frequently, these earmarks traditionally have been taken out of our formula. An earmark for \$7 million for a snowmobile trail in Vermont comes out of Arizona's formula, because Arizona is a donor State. It is simply not right.

In this bill, the amendment I offered, I withdrew it, because my amendment was largely included in the manager's amendment, meaning that earmarks will now be under the line, meaning they will be counted against a State's formula. So, theoretically, an earmark in Vermont will not come out of Arizona's formula.

I worry about that, however. I worry if that will hold in the end when this

bill gets through conference, because if we have that kind of criteria for earmarks in the bill itself, then the criteria which identifies programs of regional and national significance, programs and earmarks that are above the line that will not come out of a State's formula, if they are as loosey goosey as these criteria by which we claim these earmarks are related to transportation, the regular high priority earmarks, then we are going to see our formula dollars taken once again and spent on earmarks where they should not be.

Obviously, Mr. Speaker, what we need is a turn-back bill. It is estimated that it would cost about 3 cents, rather than the 18.4 cents we are currently spending per gallon to maintain the interstate highway system. Instead, we are sending all 18.4 cents to Washington. Some of it makes it back. What does come back, comes back with mandates and stipulations that decrease the value of those dollars that we actually do receive back. It is no wonder that the roads and the infrastructure in this country are suffering so badly.

We need that turn-back bill. I have introduced it; it is awaiting action. In the meantime, certainly, we need to instruct and plead with the conferees on this bill to ensure that earmarks stay below the line, meaning, you can take all the earmarks you want, but they come out of your State's formula, not everyone else's. I urge the conferees to do this.

THE PIRATES OF EMINENT DOMAIN

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Tennessee (Mr. DUNCAN) is recognized for 5 minutes.

Mr. DUNCAN. Mr. Speaker, a couple of weeks ago, the U.S. Supreme Court heard oral arguments in the case of *Kelo v. City of New London*, a Connecticut eminent domain case which I think is one of the most important cases it will hear certainly during this term of court and for the future of this Nation.

Nationally syndicated columnist Jeff Jacoby wrote a column about this on February 28, and he quoted Scott Bullock of the Institute for Justice. Listen to what Scott Bullock said, "Every home, church or corner store would produce more jobs and tax revenue if it were a Costco or a shopping mall. If State and local governments can force a property owner to surrender his land so it can be given to a new owner who will put it to a more lucrative use, no home or shop in America will ever be safe again."

Jeff Jacoby asks, "But can government kick people out of their homes or businesses simply to make way for new development?"

No one gets concerned about the taking of property unless it is their property being taken. But this is getting to a very dangerous point in this country

today. The whole history of eminent domain has been in large part taking land from the poor for the use and benefit of the rich and our government bureaucrats.

Government at all levels in this country now owns or controls half the land and continuously wants more. You can never satisfy government's appetite for money or land. On top of this, government at all levels is continually putting more and more restrictions on the land that remains in private ownership. If this trend continues, Mr. Speaker, housing prices will continue to skyrocket. New homes will be built on much smaller pieces of land, and more young families will be crowded into high-rise apartments or townhouses. A very important part of the American dream, home ownership, will slowly fade away for many young people.

Huge parts of East Tennessee, my home area, have been taken over the years from poor or lower-income families who would be rich today if they still had their land.

Columnist Thomas Sowell recently wrote about what he called the "misuse of the power of eminent domain" and how government was taking property from working class people. Columnist Sowell said this, "Those who are constantly denouncing greed almost never apply that term to what the government does, no matter how unconscionable it may be, as the routine misuse of eminent domain has become with its Robin-Hood-in-reverse redistribution of wealth."

Many people do not realize how important private property is to our freedom and our prosperity. As I said a few minutes ago, the Federal Government now owns or controls over 30 percent of the land and State, and local governments and quasi-governmental entities now own another 20 percent. Half the land is in some type of public ownership, and government at all levels keeps taking more and more and putting more and more restrictions on the land that is still private.

Richard W. Rahn, a senior fellow at the Discovery Institute, wrote recently, "Government-owned land is removed from the tax base, so it not only costs everyone to maintain it, but the government also loses tax revenue. When land is removed from private use by government ownership or unreasonable use restrictions, it reduces the supply of land, thus driving up housing prices."

Because of government taking or restricting use of land, more and more people are being forced on to smaller and smaller areas or developments. You can never satisfy government's appetite for land or money, and we desperately need to elect more people at all levels who will pledge to stop taking private property.

As I have said, it is just impossible to satisfy government's appetite for land, and over the last 40 years or so, governments at all levels have been taking

private property at a very alarming rate.

Private property is an extremely important element for both our freedom and our prosperity. It used to be that eminent domain was used mainly to take private property for public use. Now, according to a column in the non-partisan National Journal, condemning private property for private use is a booming national business. The magazine gave several examples, including the taking of Randy Bailey's 27-year-old brake shop in Mesa, Arizona, for a new chain store.

This is happening in thousands of places all over the Nation. Jonathan Rauch wrote in the National Journal, "In the last decade, it has become common for city leaders to define blighted as not developed as nicely as we would prefer or not developed by the people we would prefer. But property is held sacrosanct in America not to protect the rich and powerful, who always make out all right, but to protect the poor from the predations of the rich and powerful."

He quoted in his column an official of the Institute for Justice, a law firm trying to protect private property owners, as saying "this is now a major nationwide problem."

Once again, I will say, I hope we elect more people to Federal, State and local offices who will stop taking so much private property. It sounds good for a politician to create a park, but then when that land is taken off the tax rolls, the taxes for everybody else have to keep going up. We are doing this at a very, very alarming rate, and we need to at least cut back on this.

We cannot take care of all the national parks and State parks and local parks that we have in this country today, and we need to stop taking more, or we are going to ruin our economy, and we are going to take away an important part of the freedom that we have in this Nation.

SUPREME COURT NOT FOLLOWING PRECEDENT

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Texas (Mr. GOHMERT) is recognized for 5 minutes.

Mr. GOHMERT. Mr. Speaker, there have been times in this Nation's history when the United States Supreme Court was composed of distinguished jurists who were extremely cautious to avoid inserting the justices' will or desires in place of legitimate decisions and legitimate legislation. That, sadly, is no longer the case.

One of the cornerstones of an effective judicial system is fair and impartial judges and juries. At the top of that system, we have come to the point in our history when a majority of the court has come to think of themselves as error free. However, even considering oneself faultless is an inexcusable fault for a court, any court, but most especially the U.S. Supreme Court.

One does not have to be a judge or a chief justice, as I was, to know that a fundamental principle of the United States common law has been that prior court decisions have priority and control the same situation. It is called following precedent. A huge problem for all of us is that this Supreme Court cannot follow precedent.

For example, this very court ruled only 15 years ago that the sentencing guidelines were constitutional and must be followed. Now they have completely disregarded their very own precedent, even though it was their own.

Additionally, these judges, who consider themselves jurists, act in some ways like the worst form of renegades. They have disregarded the Constitution and its precedents and instead follow the fleeting whims of a daydreaming child. They cite changing opinions and evolving opinions; not about law that they have researched, oh, no; about various feelings of the general public in America that they have somehow vicariously perceived.

But even that is not all. No. Certain judges of this highest human court in the land have been reciting opinion polls, not based on legally or factually based or scientifically recognized computer protocols or data or scientifically derived information. No, these are based on their feelings of what is going on.

□ 1615

Here the U.S. Supreme Court sets itself up as the final arbiter of what is or is not accurate polling. The trouble with this is, no court, especially an appellate court, is ever supposed to have been a witness in the case it is trying. Apparently, however, the Supreme Court is the expert pollster for all who come near. Every other expert is required to be cross-examined. It is called being allowed to confront the witnesses against a party. This Court, however, places itself above such fundamental notions, even when the polling the Supreme Court has done consists figuratively of wetting its finger and sticking it into the air to try to discern which way the wind is blowing.

Though the Court has become a witness, an investigator, a pollster, a wind gauge, the Supreme Court denies the fundamental right of the parties to have due process and question the witnesses against it. The Supreme Court allows itself to go out and poll and investigate or report behind the scenes without anyone knowing. It hides behind the Constitution at the very time it is depriving the parties of their rights under the same document.

As Congressmen, we are out in our districts constantly talking, questioning, never forgetting that a constant campaign is ongoing. A good Congressman knows what his district thinks. So how dare you, Supreme Court, try to sit in Washington and lecture us on what is or is not the will of the American people. We listen to the

people. We go home, and we live with the people. We get e-mails and calls and letters and visits from the people, and we do not hide in an ivory tower.

How dare you tell us about the changing will of the people. You are the last to have any idea of what the real people's attitudes are. You go try running to get elected back to the Supreme Court, and then you can come talk to us about the changing opinions in America. If you ever had to run for office, you would find out ever so quickly just what the opinion and will of the American people are.

At a recent session of the Supreme Court in which the parties argued their respective positions, one Justice, in a bit of high-brow effort to sound both intellectual and computer literate said, as I understood him, that he had been on the Internet looking for more facts about the case or about the 17 monuments involved in that case. He is so far removed from the legal profession that he does not even realize how morally wrong he is acting, or he has such great contempt for the need of a fair and partial judiciary that he is killing it and its former credibility.

Such a judge should remove himself and allow only those who are not self-made witnesses to rule. If any juror in a local case or a judge in a local case were to go out and investigate the facts of the case, the case would be thrown out. There would be a mistrial. It is one thing for a judge to investigate the law of precedent or legislative history; it is quite another for him to be a fact witness. Shame on you.

In the Supreme Court's decision regarding juvenile eligibility for the death penalty, the Court showed not only that it could not follow precedent, it could not even follow its own precedent of the same Court. The majority of judges have caused the system to be so out of whack that it flips its own rulings to and fro in a whimsical sort of destruction of civilized and constitutional jurisprudence. People must have stability through court decisions, yet we are forced to have one whose constant reversals of itself remind one more of the policy shifts of a nation that has a coup every year or so than a nation of laws. This particular Nation deserves much better for its educated people.

It should also be noted by any jurist worth his or her salt that when a court continuously cites changing opinions of the populous or a national consensus, or an evolving national standard, it is saying that the issue at hand is clearly one for the legislature. It is the legislature that has to decide issues that are based on the will or the consensus of the people, and not the judiciary.

So here is a rule of thumb: if you find yourself as a court sometime trying to discern the will of the people internationally or nationally, then leave it alone. It is not your business. It is the business of the legislature.

If part of the problem is that our Justices attend too many national conferences, then perhaps we should legislate against them attending any conferences outside the country whose Constitution they are sworn to follow. After all, when they cite international opinion that was not in existence at the time the Constitution was written, they are going beyond the legislative history. They are legislating themselves. If they want to do that, they should do as some of us who were judges have done in Congress: we left the bench and we ran for the legislature to have that opportunity.

You want to deal with the Ten Commandments? Well, you took an oath to defend the Constitution. Try the commandment that says "thou shalt not lie."

When our highest Court seeks international opinion on what is right or wrong, it should ask itself where international opinion was when the Nazis were killing millions of people. It should ask itself where was the international opinion when Saddam Hussein was killing thousands of his own people. Some of the sources of this international opinion they rely on were selling equipment and supplies to Saddam Hussein as he murdered people.

Friends, I have not mentioned the propriety or impropriety of the actual outcomes of these recent Supreme Court decisions, but I call to account the disgustingly subjective and arbitrary process that has been guiding this Supreme Court. The majority on the Supreme Court has figuratively been a bunch of emperors with no clothes. The few judges left on the court with judgment must find it difficult working with a bunch of naked self-crowned autocrats.

In England, devoted patriots are fond of saying, "God save the Queen." In America, it is time for devoted Americans to say and to pray in earnest, "God save us from this Supreme Court," and then remove those who have ceased being judges and have become the worst nightmares of our Founding Fathers.

CONTINUATION OF THE NATIONAL EMERGENCY WITH RESPECT TO IRAN—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 109-15)

The SPEAKER pro tempore (Mr. DENT) laid before the House the following message from the President of the United States; which was read and, together with the accompanying papers, without objection, referred to the Committee on International Relations and ordered to be printed:

To the Congress of the United States:

Section 202(d) of the National Emergencies Act (50 U.S.C. 1622(d)) provides for the automatic termination of a national emergency unless, prior to the anniversary date of its declaration, the President publishes in the *Federal Register* and transmits to the Congress a

notice stating that the emergency is to continue in effect beyond the anniversary date. Consistent with this provision, I have sent the enclosed notice stating that the Iran emergency declared on March 15, 1995, is to continue in effect beyond March 15, 2005, to the *Federal Register* for publication. The most recent notice continuing this emergency was published in the *Federal Register* on March 12, 2004 (69 FR 12051).

The crisis between the United States and Iran constituted by the actions and policies of the Government of Iran, including its support for international terrorism, efforts to undermine Middle East peace, and acquisition of weapons of mass destruction and the means to deliver them, that led to the declaration of a national emergency on March 15, 1995, has not been resolved. These actions and policies are contrary to the interests of the United States in the region and pose a continuing unusual and extraordinary threat to the national security, foreign policy, and economy of the United States. For these reasons, I have determined that it is necessary to continue the national emergency declared with respect to Iran and maintain in force comprehensive sanctions against Iran to respond to this threat.

GEORGE W. BUSH.
THE WHITE HOUSE, March 10, 2005.

REFORMING SOCIAL SECURITY

The SPEAKER pro tempore. Under the Speaker's announced policy of January 4, 2005, the gentleman from Colorado (Mr. BEAUPREZ) is recognized for 60 minutes as the designee of the majority leader.

Mr. BEAUPREZ. Mr. Speaker, I rise today to address this House and the people of the United States of America on a very, very timely subject: Social Security and, more specifically, the opportunity to reform Social Security. Now, recently, the President, President Bush, has been given a whole lot of credit, or blame, whichever your perspective may be, for even bringing this issue to the forefront of the American people and to this body.

I have the pleasure of serving on the Committee on Ways and Means of this House of Representatives; and, of course, it is going to be the obligation of the Committee on Ways and Means to deal with this issue and try to bring some consensus to the subject of how we might reform, fix, strengthen Social Security, an institution that has served generations of America very, very well, going back to the era of just post the Great Depression when my parents were just about to enter the working environment themselves as young adults.

So we do this with some degree of trepidation, but we also do it with a considerable sense of obligation to our children; in my case, a grandson now, knowing that an entitlement program such as Social Security that is especially critical to the survival, and I say

that word advisedly, survival of so many of our senior citizens and especially the lower-income members of our senior citizen population who absolutely rely on Social Security for their very sustenance, we should pass that benefit, that promise of America on to our children's generation and all generations to come. That is not an easy challenge, as we are going to talk about in the time I have had allotted to me tonight.

Now, as I said at the beginning, at the outset, President Bush seems to get a tremendous amount of credit these days for bringing this to our attention. If the truth be known, President Bush was not the first one to point this out. In fact, if we go back to the very beginning, Franklin Roosevelt himself, often called the Father of Social Security, told us then that the plan put in place, the plan we are still on, was but a starting point, was but a beginning; that it would not be sustainable, nor adequate, forever; that at some point in the future, he even used the word "annuity," an annuity would have to be created, a prefunded liability, a prefunded liability set aside to augment Social Security, because Social Security was never going to be adequate for the entire challenge in front of us.

Now, in addition, and much more recently than Franklin Roosevelt, our last President, the 42nd President of the United States, Bill Clinton, recognized the challenge in front of us and the obligation in front of us to reform Social Security. Now, President Clinton, as this poster to my left says, President Clinton in his State of the Union address in January 1998 said: "We will hold a White House conference on Social Security in December. And one year from now, we will convene the leaders of Congress to craft historic, bipartisan legislation to achieve a landmark for our generation: a Social Security system that is strong in the 21st century." Bill Clinton.

President Clinton appointed that commission, and it was headed by Democrat Senator Daniel Patrick Moynihan.

President Clinton, just a month later, in February of 1998 also had these words to say at an address at nearby Georgetown University: So that all of these achievements, these achievements meaning the economic achievements, our increasing social coherence and cohesion, our increasing efforts to reduce poverty among our youngest children, all of them, all of them are threatened by the looming fiscal crisis in Social Security. President Clinton said that.

Now, recently, very recently, President Bush has been attacked for even suggesting that there is a problem, perhaps even a crisis with Social Security. I submit to my colleagues again that President Clinton certainly thought that there was, and I say to my colleagues I certainly think that there is as well. We will talk about that in the next little while.

How was Social Security established? Well, again, when my parents were young adults back in the mid- to late 1930s, coming out of the Depression, I am sure that in this very same Chamber, Members of the House of Representatives, led by a directive from President Roosevelt, felt an obligation to some of our seniors that were struggling; and coming out of the Depression, I am quite certain times truly were tough.

And this great Nation wanted to be there for those that needed us the most and had every right to ask for a bit of a helping hand so that they might have dignity in their last days. So Social Security became the program to provide just a little bit of support to maintain that dignity as people lived out their last days.

When it was established in the beginning, there was but a 2 percent tax placed on the first \$3,000 of income a worker had. Now, there are a couple of other little details that are of fairly great significance. Back when it was established, for every beneficiary, every individual who received a Social Security benefit, there was about 42, 43 workers that paid the tax that created the immediate revenue to provide the benefit to that one worker, about a 42 to 1 ratio.

By 1950, shortly after I was born, demographics had changed and there were but 16 workers to pay for one beneficiary.

□ 1630

Even today, we have barely three workers paying for one beneficiary. And by the time my children approach their retirement, there will be barely two workers to pay for one beneficiary.

Now a couple of other little details, and fairly significant and important details, is back in the beginning when Social Security was established, the retirement age, the age when one was eligible for benefits was established at 65. Now, today, we think that that is pretty generous, makes sense. That is when people typically retire, a little bit earlier, a little bit later, about 65.

But, of course, the interesting little fact back in the late 1930s was that the average life expectancy was only about 60. So most people, before they even reached the age of 65, the eligible age for the benefit, had passed on.

Those that did survive typically did not live nearly as long as we all live today; thankfully, I certainly plan to. So there were not as many living in retirement, and they were not living nearly as long.

Today, of course, life expectancy is closer to 80. There is a whole lot more of us and, again, far fewer people paying that benefit.

That really is the essence of the challenge in front of us. Some would have you believe that this is some great debate about public policy differences, very different views of the world, maybe the left spectrum, the right spectrum of the political debate going on here. I do not think it is.

Frankly, I think it is pretty much a case of arithmetic. The numbers are in front of us. And the challenge is a result of the changing demographics.

There are a couple of other things that I think we need to have in front of us in our minds as we approach this debate, just simple little facts. Now, this chart shows current time, 2004, current year, last year; and the revenue that comes into the system, into Social Security, is marked on this line.

You will note that the zero indicates the break-even point. In other words, this is the benefits; this is over time. And right now indicated in black is the surplus. So we have more money coming into the system than there is going out. That is a good situation. You can pay your bills if you are running your house that way. That is a great opportunity.

But, very shortly, things are going to start to change. You will notice, in 2008, about right here, instead of a growing surplus, the line goes the other direction and continues in that direction. Why does that happen? Because in 2008, the very first of the baby boomers, those born in 1946, turn 62. And under the current system, you are eligible for early retirement at age 62 and start drawing benefits. In other words, you change from being a payor into the system to a payee, receiving the benefits.

And current statistics tell us that about 55 percent of our people opt for early retirement. So with that big wash of baby boomers coming at us here very shortly in 2007, the whole workforce, the whole demographic is about to change on us, to where we begin that decline of a growing surplus of revenue, more revenue coming into the system than we have benefits going out.

And we begin the decline. In 2018, the actuaries tell us at Social Security, this point, revenue actually is less than revenue coming into the system, is less than the obligation of the benefit. Now, many say that, you know, what is that problem? Is it a problem? Is it a crisis? Well, I do not know about the world you all live in, but in my household, when your expenses exceed your income, it is a crisis. And there seems to be a huge debate going on out there, is it a problem? Is it a crisis? Is it bankrupt? Is it insolvent? I submit to you, when you do not have enough money to pay the bills, you have got a real problem on your hands, and that is what we are facing very, very shortly.

In addition to that, I want to stay in kind of current time frame here, at this point, at 2008, when those first baby boomers start to retire, here is the other impact we are going to have to deal with right here in this chamber, the United States House of Representatives, in charge of the revenue and the paying of the bills for the United States of America right here.

We know we are in a deficit situation today. I submit to you that all Members on both sides of the aisle in this

chamber, Democrat, Republicans alike, are concerned about our deficit spending. Think about this, folks: When we begin this decline, yes, that surplus as indicated in black, we have been living on that for a long, long time. We have been paying the bills of this great Nation: We have been paying for our veterans benefits; we have been paying for Medicare; we have been paying for education; we have been doing the great projects of this great Nation, the United States of America.

We have been running the country on that. Now, we will talk some more later about whether that is good or bad public policy, but it is a fact of life and Democratic administrations, Republican administrations, Democratic Members of the House when they were in the majority, Republican Members of the House when they were in the majority, have done exactly the same thing.

And here is why: Because if we did not use that to pay the bills, we are either going to have to drastically reduce the bills we pay, in other words cut programs, or we are going to have to go borrow even more money. It has got to come from someplace. And it has been coming from that black part of this graph.

So as that decline begins, as that line starts to turn down, and we have less of a growing surplus, we have got to go get the rest of the money to run this Government from some place.

And as you can see, the part that is in red, we not only lose the surplus, we start getting into a situation where fairly rapidly, this is just 2002 right here, by 2040, which is about the time, one side or the other, where my four kids are going to be retiring, by about 2040, we have got a serious problem on our hands. This is the deficiency between the money coming into Social Security from taxes and the benefit going out.

That is not the total obligation; that is just the deficit, just the deficit on an annual basis between the money coming into the system and the money going out. And, again, in addition to that, we do not have, at this point, any given year, we will not have the benefit of this surplus that we have been living on until now to pay the additional bills of this country.

Well, some say, go to the bonds, go to the trust fund, the Social Security Trust Fund. Give me just a minute on that. This is the way it works. And again, this is not devious. This is not some scheme that this administration or this majority cooked up. This is the way the system has worked for a long time.

Republicans, Democrats, this administration, that administration, this is how it works. By law, when you have got a surplus, the Government is obligated to sell those bonds; basically sell them to themselves because we write them. They are a special bond; they are not a bond like you take out on the street corner and sell to individuals or

pension funds or even other nations. We sell them to ourselves.

It has been referred to as an IOU, and in fairness, I think that is a pretty good analogy, because the Federal Government is saying we are going to take this money, we are going to pay all of the other bills, and that is why it is gone. But as evidence that it is a debt back to ourselves, the Federal Government, we are going to write a bond, a loan, if you will. We are going to sign it, U.S. Government promises to pay the United States Government so many billion dollars and trillions of dollars, and it earns interest.

So we think, well, that is great. Let us just go to that drawer in West Virginia, open it up and cash in those bonds, and we will pay all of those with those bonds, will we not? Where do we get the cash to redeem the bonds? From the tax revenue that comes into the United States Treasury year after year. And, folks, we have been using that money. We will use that money in the future to pay all of the other bills of the Federal Government. It is a classic take it from the right hand and put it into the left.

Now, that may seem like a subtlety, it is not a subtlety. It is a very important fact to remember. Yes, there are bonds, and yes, I guess, technically in a way, there is a trust fund. But it is the Federal Government, the U.S. Government, promising itself that it will pay itself back with its own money from the taxpayers, with interest.

Some choose to look at this thing in complete isolation of every other part of the Federal Government and say, oh, no, we can go out to 75 years. And if you do the math and are a little bit generous in your assumptions and you take all of the money that will come into the system and all of the bonds that will be created and add to that the interest earned, you can pay the bills.

And you can for quite a while. Not forever, but for quite a while. But, what happens is you dry up almost all of the rest of the government to do it. Because that deficit has to come from some place. And by taking the cash to close that deficit from all other programs and services in this country, most of which are on a growth curve themselves, by the way, you might sustain Social Security for a while longer, but at what price?

That is what we are dealing with in this chamber, and we are going to have some tough choices to make. I am joined in this Special Order by a good friend of mine, a new colleague from the great State of Texas (Mr. CONAWAY).

And the gentleman from Texas (Mr. CONAWAY) comes to this chamber, as many do, with considerable credentials himself, having had more than just a little bit of experience in the financial world. And it is a pleasure to have you with me tonight on this very important subject.

Mr. CONAWAY. Mr. Speaker, I thank the gentleman for those kind remarks.

And I actually chose the office that you vacated, so that, as my initial start in this chamber, I would have the good vibrations that you left behind on your good start in this body.

I want to make a few points, some of which play off of the ones that you have already made. Unfortunately, we got off on what I think is the wrong foot when we began to call this situation a crisis. We in America have a relatively short attention span, and crisis means something is going to happen in the next 15 minutes or certainly by tomorrow. So that was probably an ill word to use, and we spent an inordinate amount of time arguing over that word.

I am a CPA by background, 30-plus years of business experience. And as I look at what I believe to be the very compelling arguments and facts that you present, then that leads me to believe that we do have something we ought to deal with, and that we ought to deal with that today and not continue to put that off.

Now, is the time to fix this problem. You have already mentioned that, each year that we delay in this fix, it adds an additional \$600 billion of unfunded benefits and liabilities to our problem.

So, in your family, my family, my business, the clients that I have, if we had circumstances where we had cash flow deficits and I went to the Chairman and the CEO and I said, you know you are going to bring in less money than you are spending this year, do not worry about it, it will be okay, let us just do not fix it, wait 3 or 4 years from now.

□ 1645

Well, that is nonsense. Nobody does that in the real world, and we should not be about doing that here in Congress.

So I think the facts compel us to see the problem, see the issue that needs to be done and also compel us to say, we should be the ones who fix it. If you agree with the facts that we have a system that is no longer sustainable, there is a great adage that I picked up in one of the briefings that we had early in November that said, things that cannot be sustained will not be sustained. It is a pretty straightforward statement. That is exactly what we have here. We have something that will not sustain itself.

When it originally came into being in 1935, it could clearly sustain itself. The more callous of some would look at that system and say, that is nothing more than a pyramid scheme where you collect from all these people and give it out to a few.

In this instance, it is a legitimized pyramid scheme, but as every pyramid scheme in history it runs out of gas. The facts compel us to say that this system that we have got is running out of gas.

We hear the phrase PAYGO bandied about this body and in committees a great deal with some passion and dis-

dain. This was an original PAYGO system, pay as you go. The monies you bring in are paid out to beneficiaries. I do not think it applies to Social Security and here is why. PAYGO means in this circumstances you pay, and if I am retired, I go. PAYGO ought to mean the folks incurring the bills ought to pay the bills. So I do not think the term PAYGO really applies to Social Security.

The next thing is once you have this issue in front of us, let us take a step back and put ourselves back 75 years ago when it was conceived and the leadership at that point in time, the wonderful leadership it was, clearly thought a lifetime benefit, a Social Security stream of cash flow that you cannot outlive, was an important public policy arrangement.

I do not hear anybody on either side of the aisle hinting that this is not still really a good public policy for our country to have. I have counseled many clients who as they approach retirement age one of the first questions they ask is, am I going to outlive my money? I have got all this put away that I have saved and scrimped and foregone purchases and have put this money away. Am I going to outlive that?

Well, the wonderful thing about Social Security is you have got the security of knowing you simply cannot outlive this lifetime benefit. So if we are compelled to fix it, and I think we are compelled to keep it, if it is good public policy for my mom and dad and for me, then I would argue that it ought to be good public policy for my grandchildren and my children, just like the gentleman has talked about his children as well. So I think we are coming to some things we can all agree on as we begin to move toward how do we come about this conclusion of fixing whatever is in front of us.

I have six wonderful grandchildren. God has blessed me immensely with four wonderful children and two daughters-in-law and a son-in-law and six magnificently wonderful grandchildren. It would never ever occur to me to gather those six little critters up, take them down to my local bank and say, Mr. Banker, I want to borrow a lot of money. And I want to spend that money over the rest of my life time, and I want my six grandkids to sign that note. And when they grow up they will pay off what granddad spent.

If you individualize what we are really doing every single day in this country, there is not a grandparent on Earth I do not believe who would do that, who would obligate their individual grandchildren for some individual debts that they might incur. So if it is not good public policy on an individual grandparent-to-grandchild basis, then it really should not be good public policy on a corporate basis to do this very exact same thing.

We are a Nation at war, and we have these wonderful stories coming back from men and women and the sacrifices

they are making on behalf of liberty, on behalf of freedom, spreading freedom around this world. They are answering a call to duty, a call to country, a call to honor that is magnificent on every level. But there are a select few, there are a lot of them, but in comparison to Americans there are a select few.

We ought to look at that example and say, given the sacrifices they are making, given their role that they are playing, is there some similar role that we can play? Is there some similar duty, some similar responsibility to country that we ought to be obligated, we ought to be taking on or shouldering; and in my mind this is clearly it. I cannot think of a better place to start on the financial problems that face this country than solving this problem.

Now, once you get the groundwork laid for the problem, once you get the groundwork laid that it is a process and a public policy we ought to keep in place, once you get in place that we ought to be the ones that fix it, then you begin to start what I think is a very thoughtful, logical, step-by-step process of coming about how to do that.

The President has laid out personal savings accounts as a piece of the solution. All of us collectively are going throughout our districts, looking at our men and women, the voters of the United States: if you have some ideas that will work on fixing Social Security, let us get those on the table. Let us get that into the mix as we try to coalesce around a solution that collectively, both sides of this aisle, a vast majority of both sides of this aisle, can gather around. Because the big public policy moves in this country happen when we collectively agree.

If we have to vote 232 to 203 on this deal, we do not have the right answer. We want an answer that is broad-based support throughout both sides of this aisle. And I appeal to my colleagues on the other side of the aisle that whatever this solution looks like, I assure you it is not wearing a jersey that has an elephant on it or a donkey on it. This solution just has the jersey of what is best for America, what is best to continue the promises made to my mom and dad. We will work to put the security back in Social Security for my grandchildren as well.

A couple of other points and then I will turn back to the gentleman. The black area that the gentleman is talking about, when I am out and about in my town hall meetings, one of the misconceptions that permeates them is that there is something wrong with having used the Social Security surpluses the way we have done it. Lyndon Johnson started it with a unified budget in 1969, I think, so we have had this for quite a while, both parties in charge of the White House and both parties in charge of the Congress. So we have been at this a long, long time.

We also have a push-back in what is called the transition costs. How do we

pay for this transition? How do we pay for this fix? One of the things I would like to put forward, and I think it would resonate with many, is let us start today and capture that surplus.

Now, it is an accounting gimmick, and I use that phrase cautiously because what that will require us to do is rather than us borrow the money for the general fund from the Social Security trust fund and spend it, if we capture that money as a quote/unquote down payment on the transition costs, a down payment on the fix, then we will be required if we continue to spend the same levels of monies that we are going to spend the next years to 2018, we will have to go into that market and borrow that money from the public and borrow that money from the Chinese or the Japanese or other investors to fund the operations.

While it may be more form than substance, it may be a cornerstone of an idea that the folks can say, okay, that I understand. We are no longer spending the Social Security surplus. We are capturing that for a down payment of the transition costs. And maybe that is an idea that can be folded into the overall fix that will help the Americans rally around whatever this fix may be.

Let me speak finally about that red section. That red section there for the most part is unfunded liabilities, unfunded promises that this country has made. We owe that money to somebody. So if we collectively said, we are going to stop Social Security, we are only going to pay off the benefits that we accrued, we will still have this staggering deficit of unfunded promises that we have made.

As I campaigned and talked in town hall meetings, I heard the comment that Social Security is a contract with ourselves, and we are not going to breach that contract. Breaching that contract will be reneging on those promises and affecting benefits for the current beneficiaries who are counting on the cash flow for a lifetime, the lifetime benefits. If you are on benefits right now that will not change. If you are within a certain number of years that we can collectively agree on retirement this is not about you. This fix is not about you.

This fix is about our grandchildren and our children as they begin to approach that. So when we talk about borrowing money, we have already borrowed that red money. It is just not on our balance sheet. The Federal Government's financial statements are rather poor, speaking as an accountant, a CPA. If somebody had to sign the Federal Government's financial statements with the same liabilities that major publicly traded companies' CFOs sign, we would put them in jail. That liability is ours. We have made those promises. They are out there. They are on the quote/unquote U.S. Government balance sheet, or ought to be; but they are there.

It is not a matter of borrowing new money. It is figuring out how do we

fund an obligation that we will keep, we have obligated ourselves to. The bill just has not come due yet.

Mr. BEAUPREZ. Mr. Speaker, I thank the gentleman because I think he has made one of the key points in this whole debate and one that, frankly, frustrates me a little bit having been a community banker before I came to this Chamber. We do not hear enough talk about the difference between a funded and unfunded liability. And I completely agree with the gentleman. The promise has been made. The liability is on our books. I know we do not show it that way. We do not draw up the balance sheet of the United States of America quite the way that the private sector is familiar with seeing balance sheets drawn up. But the liability is there.

The gentleman is here in this Chamber just like I am, and I have told people that I cannot in my wildest dreams comprehend that there is going to be some future Congress that will say, oh, well, we have a problem. We are a little short on cash. We are just going to whack your benefits, because I think most of us like our heads attached to our shoulders. If we whack benefits, we would get our head lopped off, and probably should.

The gentleman is absolutely correct, and I commend him again. The liability is ours. The promise has been made. The challenge in front of us is to come up with the most fiscally responsible way of funding, paying for that liability.

Mr. CONAWAY. Mr. Speaker, one other point. Not only the liability for the promises that have been made but also the promises we intend to make to our grandchildren, a lifetime benefit for each and every one of those, a benefit that they cannot outlive. It was good public policy in 1935. It is good public policy in 2005. It ought to be good public policy in 2035 when my sons and daughters begin to retire.

I want to misquote Ronald Reagan in one of his inaugural speeches talking about the problems this country faces that in terms of solution, if not us, who? And if not now, when?

I thank the gentleman for allowing me to share his time this afternoon.

Mr. BEAUPREZ. Mr. Speaker, I thank the gentleman. I believe he has brought some clarity to the issue.

The gentleman mentioned a point that needs to be made over and over again, that is, for current retirees, the seniors that are out there I hope listening to what we are saying this evening on the floor here at the House, seniors today, current beneficiaries have absolutely nothing to worry about. We have got the money there. We can pay the bills. They are going to keep getting their checks. Nobody is talking about even touching them. Quite the opposite, making sure that they are not touched, not damaged in the least. We are not taking a thing away. And near-term retirees, like me, I am 56. I certainly do not want anybody messing

with the benefit that I hope to have there and expect to have there and will be there, because the money is there.

The gentleman is absolutely right. It is about our kids, in my case my one grandchild so far. I am working on more. I am dropping those hints, and the gentleman's six and future generations as well.

I think one of the challenges in front of us, and I have certainly heard this on my committee work on the Committee on Ways and Means from the Social Security actuaries. Yesterday we had the Comptroller General in front of us, David Walker, and he said, you guys can play with it a little here, you can play with it a little bit there by making subtle changes, and you can push out a little farther, you can extend the edge of the cliff, but you are not going to solve it unless you are bold.

We have to reform the system.

Mr. CONAWAY. Let me make a comment. The gentleman talked about when the collective surplus is paid off to beneficiaries, and it is estimated that it is somewhere in the 2042 range, beneficiaries on that date under today's law with us doing nothing else will suffer a 25 percent haircut immediately in their benefits. That is out there. That is in current law. That ought to be on the minds of all the folks who think about benefits.

Today's beneficiaries, it is not likely that many of them will live to 2042; but we will keep those promises. But 2042-ish there are immediate cuts. I would like to get that fact on the table.

□ 1700

Mr. BEAUPREZ. Mr. Speaker, I thank the gentleman. In fact, he recalls for me testimony made by, again, the Comptroller General, David Walker, just yesterday. This is the Comptroller General of the United States of America, in front of the Committee on Ways and Means, just yesterday; he pointed out that, even right now, 2004, if we wanted to just fix, now by fixing the system, let me define that, make it sustainable forever, perpetually sustainable, do not have to go back and do it again, keep it on the same path for benefits, same path for payroll taxes as we now have, to get it to the point where you do not start getting in the red again, way out there; to make it sustainable today, we would either have to reduce benefits 13 percent or increase taxes 15. That is for permanent sustainability, if you only play with those two factors.

Now, if you go out to 2018, that is this year right here, where we expect the line to cross and start the growing deficit cash deficits in the system, that increases. Of course, it has to have a bigger fix, 16 percent benefit cut or an 18 percent tax increase, and the gentleman is absolutely right, that the numbers that he gave us, if we wait till 2042, which is the year I believe that the CBO, Congressional Budget Office, says that is when we run out of dough,

that is when all the bonds are used up, interest on the bonds. We are done. We have got to rely now just on the payroll taxes that come in on a daily, monthly basis to pay whatever benefits.

Benefits immediately would drop, he said, about 30 percent, my colleague I think said 27, or increase taxes 43 percent. We cannot go down that path, and I liken it to, this is just too much common sense, and once in a while, it actually applies in this chamber.

If your roof is leaking, when you notice that first drip, it is a little more prudent to go up on your roof and patch that roof when it is leaking just a little bit. It is cheaper. It is quicker than to wait until the entire roof collapses on you. Well, we can wait, and many are suggesting just exactly that. What is the hurry? What is the hurry?

As my colleague pointed out, these are not numbers we have somehow created. These are from the actuaries. For every year we wait, it costs us \$600 billion. Why is that? Because we are trading a year like this, especially on the front end, for a year like that on the back end, \$600 billion.

Now, how much is \$600 billion? Well, that is about one-and-a-half times what we spend in the United States of America on our Defense budget every year. It is a lot of money, and I submit we cannot go there.

I am joined by another colleague of mine, the gentleman from North Carolina (Mr. MCHENRY). Did I get that right?

Mr. MCHENRY. Mr. Speaker, that is right.

Mr. BEAUPREZ. North Carolina, Patrick McHenry, a great name and a proud name.

Mr. MCHENRY. Almost as good as Bob Beauprez.

Mr. BEAUPREZ. Mr. Speaker, I thank the gentleman for being with me, and he brings a slightly different perspective being I think maybe the youngest Member.

Mr. MCHENRY. In fact, I am.

Mr. BEAUPREZ. Congratulations, youngest Member of this chamber. So maybe an even fresher perspective to this issue of Social Security reform, and with that, I will yield to the gentleman from North Carolina (Mr. MCHENRY).

Mr. MCHENRY. Mr. Speaker, I thank the gentleman so much for yielding and for hosting this discussion about the issues that we are facing as a country and I believe the most pressing issue we are facing in terms of our economic outlook and our ability to help those that are at or near the poverty level, especially those seniors. I thank him for affording me the opportunity to talk about Social Security.

Social Security is America's most trusted Federal program. My colleagues know this, I know this. I would submit that the American people are beginning to realize how vital this program is, and certainly, the gentleman from Colorado (Mr. BEAUPREZ) knows

this, but my constituents in western North Carolina know this distinctly.

In fact, my grandmother, my Granny Gooch, in fact, knows this issue as well. My grandmother would be quite offended if I mentioned on the Floor of this chamber how old she is, so I will just submit she is retired, and with that, I will be able to go home at Christmastime and enjoy my grandmother's cookies, but she receives her Social Security payment each month, and she depends on this.

As an elected official in the United States, I do not want to take away my Granny Gooch's benefit, and this Congress will not do that. Mr. Speaker, you would not know this from the Democrats' attacks on the President's proposal. You would not know this by the ideas that we are talking about in this Congress and over on the other side of this wonderful Capitol Building. Social Security is broken, and it needs to be fixed. This is not a matter of opinion. This is a fact.

We need to strengthen it for future generations so that it will remain a viable and sustainable government program. We must guarantee the promised benefits for current and nearly-retirees. I think that is a vital part of every reform proposal that has been offered this year in this Congress. We must guarantee a government safety net to ensure a retirement benefit. None of my colleagues disagree with this. Those on the other side of the aisle who will deny that reform is even needed will, in fact, agree that we must at least provide a safety net. My colleagues over here on this side, even the most conservative, would agree that we must guarantee a safety net.

We are going to do that as a Congress, but many of my Democrat opponents on the other side on this issue, they will not even take a second look at the problem. They believe it is such a great hot button political issue that they can demagogue it to win the next election, and this Republican Congress is taking on the challenge that Social Security is presenting to our budget, that it is presenting to our seniors and that it presents to all generations in America.

We are going to make sure it is a sustainable program, and we will make sure that it is viable for generations to come. We are not going to use it as a political issue. We are going to do the right thing. We are going to act to make sure that we can fix this issue and make it a sustainable program.

Demonizing the issue does not achieve results. Anyone who proposes a reform plan has an obligation to step forward and do what is right. Anyone who is in Congress has an obligation to do what is right on this pressing issue of the day, and right now, Social Security taxes take more money in than the system pays out in benefits. That is true, but that is not the case going forward.

In a few years, we will be paying out more in benefits than the Social Security system arrives at or receives from

the American people, and going forward, we have enormous deficits that the gentleman from Colorado (Mr. BEAUPREZ) has shown on charts here earlier today, and by 2042, which just, in fact, happens to be the date that I am eligible for Social Security, the system goes bust. It will only be able to pay about 60 to 70 percent of the benefits pledged and guaranteed or it will necessitate such a crippling tax increase that this country has never seen before the likes of it.

Look at the facts. We are going through a demographic shift in this Nation. We are an aging Nation. When the program began, there were about 40 workers per one retiree when Social Security was implemented. By the 1950s, it was roughly 16 workers per one retiree. Today, we have roughly 3.3 workers per one retiree. Clearly, we have an issue with being able to sustain Social Security because of the changing demographics in our country. Therefore, reform is necessary because of our shift in demographics.

These are the facts. They are hard facts. They are real. They are undeniable facts. Social Security is a broken system that needs to be fixed, and our Republican Congress is going to take on this issue.

My colleagues on the other side of the aisle on the left would say that it is a great political issue. They would like to see it for years to come so that they can try to win elections on this issue, this problem. But to help strengthen Social Security, the President has proposed, and I support, allowing younger workers such as myself to invest a small portion of their payroll taxes, take that small portion and invest it in Social Security personal accounts, diversified bond and stock funds, safe investments, tried and true investments here in the United States of America and, in fact, in the world market.

These safe investments will allow every worker to build up a significant nest egg for when they retire. Right now, the returns a person gets on Social Security are about one-and-a-half percentage points on what you invest in Social Security, less than two percent even under the best cases. With bonds and stocks, diversified bond funds and stock funds, taxpayers could get a return of 5 percent, 7 percent, 10 percent. Even the worst returns the stock market has produced on a large scale over the course of 20 years has been about 4 percent. Certainly, it is a better deal than the current Social Security system.

Look beyond that. Those that have personal accounts will be able to pass on a nest egg to their children and grandchildren once they pass on. Right now, if you were to die just one month after you retired, you would collect only a check from Social Security after paying in for 40 or 50 years into the system, and what would your spouse, what would your child receive? Certainly not much. I think we have a

higher obligation here in the United States, and personal accounts would allow that nest egg to be passed on from generation to generation.

That is why I support personal accounts, Mr. Speaker. They are safe. They are smart. They fix the Social Security system, not just for the next few years, but for generations to come, and they strengthen the Social Security program in the Federal Government.

Look, I support five guiding principles for reforming Social Security. First, we must guarantee promised benefits for those that are at or near retirement age. They played by the rules. They have paid into the system. We have that obligation, that moral obligation, I believe, as a country to help those that are close to retirement age.

Second, workers should have the choice to put a portion of their payroll taxes in prudent diversified investments. These are safe personal accounts that the government will not be able to take away like they could take away a Social Security benefit. There would be a property right to these things.

Third, workers should own their accounts, not the government. Property rights are sacred in this country, and I believe that these personal accounts should have a right as private property so that you could actually pass that on to future generations.

Fourth, the government should provide a safety net to ensure a minimum retirement guarantee. Folks cannot gamble their retirement accounts in Vegas, I will tell you that much, and there will always be a benefit for every worker.

Finally, there should be no payroll tax increase involved with any effort to reform Social Security nor should we subject new income to the Social Security tax, to the payroll tax. Tax hikes are not reform. They are pawning any and all problems with the program on to the backs of younger workers such as myself.

Social Security is one of the government's most trusted programs. We are going to maintain that commitment, and we need to make sure it is there not just for me but for my Granny Gooch; not just for me but my children that I hope to have; for my grandchildren; for future generations. But to do that, we need to have serious reforms. We need to have a real discussion and dialogue on the problems of Social Security and the best ways of fixing this program for permanent solvency.

Sweden and Britain have personal accounts. Countries around the world have personal accounts. So the U.S. is not leading on this. We can look to other areas in the world that have been successful in this way. We can look at 401(k) accounts that have been widely successful across this Nation. We can look at thrift savings accounts that all Federal employees have that have been so successful, that have changed retirement security in this Nation.

I believe that we should look at prudent ways to fix this problem because of the generational shift we have in this country, because of the demographic shift we have in this country. We have an obligation to do this.

□ 1715

Mr. Speaker, this Congress must act. We must act now to ensure that we have a viable Social Security system for years to come. That is what my constituents in western North Carolina want; that is what the American people want. They want us to not demagogue this issue, but look at real reforms that have a substantive effect, that have a lasting impact.

On a final note, Mr. Speaker, we have to first say to those at or near retirement age, this is not about you. We are going to maintain our commitment to you. You are going to get the same Social Security benefit that we have pledged to you; but at the same time we have to ask those that are at or near retirement age, what do you want to leave to your children? What do you want to leave to your grandchildren? What kind of America do you want to leave them? Do you want a better, brighter day for them, or do you want to sink them into a failing program, like Social Security? Do you want to leave America a better place than it is today?

I submit to my colleague that the American people appreciate that. Those that are receiving Social Security checks today do in fact want to help their children and grandchildren get into a better system for Social Security than they were able to benefit from. It is not about current retirees' checks they are receiving. This debate is not about them. It is for those that are younger in this Nation, those under 55 that could benefit from this program, that could benefit from this program.

In fact, as a 29-year-old, I believe this is a wonderful opportunity for my generation to actually have great personal savings, a nest egg, a better, brighter future for our country and for our families.

Mr. Speaker, I thank my colleague for hosting this Special Order on Social Security. I think the gentleman's constituents as well as mine appreciate the fact that we are willing to talk about the problems we are facing and yet offer substantive solutions. This is not easy lifting, so I thank my colleague for his leadership on this issue.

Mr. BEAUPREZ. Mr. Speaker, I thank the gentleman for joining me, and my colleague puts in very good context the challenges in front of us.

I think it is important to note that right now, recognizing the substance of the problem in front of us, but especially listening, and listening certainly to Members in this Chamber, this body, the people in this town, but, more importantly, listening to America for those good solutions is what we ought to be about.

A couple of things I have already picked up on. In the last few weeks, I have had the pleasure, I guess it was a pleasure, although it was a stark message, of hearing the Deputy Commissioner of the Social Security Administration testify in front of our Committee on Ways and Means, Mr. James Lockhart. Mr. Lockhart was the first one during this new Congress to actually look us right in the eye and say "Social Security, as it currently exists, is unsustainable."

Now, there are a whole lot of words thrown out around here: problem, crisis, bankrupt, insolvency, all that stuff. But when the Deputy Commissioner of the program says it is unsustainable, I get that word. I also understand that over time, as I pointed out earlier in this hour, it started out with a 2 percent tax on the first \$3,000, and it has been tweaked a little as we go.

Along the way, the tax that the employer pays was implemented. And many people think, well, that is great, it is not mine. I submit, though, that if you are the worker, that is coming out of the personnel costs that that company, your employer, is allocating because he thinks it is an expense for having you as a worker. It is now 12.4 percent of not \$3,000, but \$90,000. So it has grown.

Some are saying let us just tweak it again. We are not going to put it on a path of sustainability by another relatively subtle adjustment, subtle in some people's minds.

Now, more recently, in fact yesterday, David Walker, the Comptroller General of the United States of America, had this to say. Some picked up on but a few words of what he had to say, but I will give the first several sentences: "Although the Social Security System is not in crisis," and at least one of the major papers in this town had a headline that said "Walker Says Social Security System Is Not in Crisis," and stopped there. But here is what he said: "Although the Social Security system is not in crisis, it faces a serious solvency and sustainability challenge that is growing as time passes. If we do nothing until 2042," and that is suggested, "achieving actuarial balance would require a 30 percent reduction in benefits or a 43 percent increase in payroll taxes for just the period of 2042 to 2078." And then once again you are back in the soup. You have got a problem in front of you there. All we do is defer into the future if we do not fix it now.

"Furthermore," he says, "Social Security's problems are a subject of grave fiscal challenge facing our Nation. Absent changes in budget policy, the Nation will ultimately have to choose among escalating Federal deficits and debt, huge tax increases and/or dramatic budget cuts." Pretty stark words. "As the General Accounting Office's long-term budget simulation shows, substantive reform of Social Security and our major Federal health

programs is critical to saving our Nation's fiscal future. Taking action soon would serve to reduce the magnitude of the changes needed to ensure that Social Security is solvent, sustainable, and secure for current and future generations."

I submit to you, Mr. Speaker, that is the challenge in front of us: "Take action soon to reduce the magnitude of the changes needed to ensure that Social Security is solvent, sustainable, and secure for current and future generations."

Last week, and I will close with this, Federal Reserve Chairman Alan Greenspan had this to say: "In my view, a retirement system with a significant personal accounts component would provide a more credible means of ensuring that the program actually adds to the overall saving and, in turn, boosts the Nation's capital stock."

We are beginning to develop consensus. This is a huge heavy lift, but it is a lift that is necessary, as Mr. Walker said yesterday, "to ensure that Social Security is solvent, sustainable, and secure for current and future generations of Americans."

SOCIAL SECURITY REFORM

The SPEAKER pro tempore (Mr. DENT). Under the Speaker's announced policy of January 4, 2005, the gentleman from Florida (Mr. MEEK) is recognized for 60 minutes as the designee of the minority leader.

Mr. MEEK of Florida. Mr. Speaker, once again it is a pleasure to address the House. Also, I want to thank our Democratic leader, the gentlewoman from California (Ms. PELOSI), for allowing us to have this time.

Week after week, as you know, the 30-something Working Group comes to the floor on issues that are facing Americans, not only young Americans but all Americans, since we are a country that has very strong family values and that believes in making sure that the next generation has better opportunities than the generation before them.

We come to the floor to not only share information but to share good information, information that can be shared with others. We also let not only Members of this House, but Members of the other body know where we got the information from: real accounts, not just fiction. I know some Members come to the floor well intended to share good information, but it is questionable as to where it came from.

We are going to talk a lot about Social Security during this 30-something hour, and we are also going to address and commend some of the groups that are out there fighting the good fight, sharing with young Americans about many of the issues that are facing them. It is important that we do so, so that they will be able to make accurate decisions and will be able to speak to their Members of Congress about what they should do as it relates to Social Security.

This afternoon, Mr. Speaker, I am again honored to have my colleague, the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ), who I have had the opportunity to serve with over the last 10 years in the Florida legislature and now here in Congress. Our colleague, the gentleman from Ohio (Mr. RYAN), is not here with us, and I will give him a hard time about that; but he had to leave, and so being from Florida, it is certainly appropriate for us to be here with so many Social Security recipients in our State. And even those individuals that are living in other parts of the country will no doubt eventually make it to Florida and become our constituents one day.

Mr. Speaker, it is an honor to yield to my colleague at this time.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, I thank my colleague for yielding to me, and it is an honor to be here once again with him. It has been my distinct pleasure to serve with my colleague in various capacities over the last 10 years, and particularly because we represent a State that would be so impacted by whatever the vague outlines of the President's suggestion, for lack of a better term. Because what has been truly unfortunate about the President's concept is that that is all it has become. It has just been a concept.

We are trying to help people understand that the President, although he has been stumping the country promoting his concept, his concept has never amounted to legislation. He has not asked any Member of Congress to file legislation. We have not seen a bill; therefore, we have no specific details. And coming from the State that we do, which is one of the States whose residents would be the most significantly impacted by the devastating results of his proposal on Social Security, we have spent quite a bit of time trying to educate our constituents about the dire ramifications.

Given our generation and the impact ultimately that the President's outline would have on them, we need to continue to spend time doing what we have been doing, which is trying to spread the word and make people aware that, despite what they may have heard in the previous hour, we are on a fact-disseminating mission. We need to get the word out and make people understand that there is a lot of fiction and a lot of trumped-up reality that has been disseminated.

We need to help people understand that while there is a problem with Social Security, we need to be responsible and take the time that is required, that is our responsibility to take, to get it right. It is not a crisis.

The year 2042 is what has been clearly acknowledged as the earliest that we have to be concerned about there being a cut in benefits. And while we absolutely do not think we should reach that point, in 2042, since this is the 30-something Working Group, I will be 75 years old. In 2052, which is the more likely scenario, given the dim economic picture they have painted and

given our economic history, it is unlikely that in 2042 there would even be a problem yet. I will be 85 years old.

The reason that is important, as my colleague knows when he talks to his friends and when I talk to my friends, people who are listening out there, people our age think Social Security will not be there for them. They really do. And with the facts, they will understand that it will be there for them well beyond their retirement years. We need to be responsible and take some time to make the changes necessary and not yank the rug out from under our generation or our children's generation. We need to make sure we can preserve the Social Security safety net.

So, Mr. Speaker, I am glad to join my colleague this afternoon because we have a lot of educating to do.

Mr. MEEK of Florida. Mr. Speaker, reclaiming my time, I am so excited to be here and to be able to share information, not only with our charts but about what is happening.

This is about future generations, but it also is about the present Social Security recipients. Right now we have 48 million Americans receiving Social Security, and 48 percent of those individuals would be in poverty if they did not receive that Social Security benefit. This is serious business. This is not a numbers game. It is not an opportunity for this body or the majority side or the minority side or the President or what have you to give the American people the Potomac Two Step. We cannot allow that to happen. This is the very fiber of American values, as we value our older people and as we value our generations to come.

If I can, Mr. Speaker, I want to take a few moments to talk about the reason why we have to be credible here on this floor. Now, once again, like I did last week, I want to commend not only the Democratic leadership, the gentlewoman from California (Ms. PELOSI); the gentleman from Maryland (Mr. HOYER); the gentleman from New Jersey (Mr. MENENDEZ), chairman of the House Democratic Caucus; and Vice Chair of the caucus, the gentleman from South Carolina (Mr. CLYBURN), for being so stalwart and being out there and willing to be the hood ornaments of righteousness on this issue.

□ 1730

When you are a hood ornament, nine times out of ten, you are going to get some bugs in your teeth. I used to be a State trooper, so I know about hood ornaments.

But for us to do Social Security, it needs to be a true bipartisan effort. Where does the rub come in? I think where the rub comes in here is the majority side is saying we have to have these private accounts. Even the President had to admit that private accounts will not resolve the Social Security issue.

Social Security is not in the stage of crisis. Let me say that again, because we have folks who are flying around

and burning jet fuel at taxpayers' expense, on C-SPAN more than the House is on C-SPAN, and the other body, talking about a crisis.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, what could happen is our colleagues on the other side of the aisle just spent an hour talking about how there is a crisis, and we need to address it. It could appear as though we are engaging in a debate of, yes there is, no there is not. Let me just show the folks at home who is saying and agreeing there is not a crisis.

The other day, the Comptroller General, David Walker, testified in front of the Committee on Ways and Means, which is the committee with main jurisdiction over this issue. He said, while the program faces no immediate financial crisis, he did say that time is working against us, and the longer we wait, the further you put off solving this problem, the more difficult it is going to be. He did acknowledge in full public view, the Comptroller General of the United States, that the program faces no immediate financial crisis.

Now, I would not think that the Comptroller General would deliberately contradict the President unless he wanted to make sure that he stuck to what is factual versus hyperbole. We have been truly committed to disseminating facts and not just blowing this problem out of proportion to get to our political goal. That is what the other side has been doing.

Mr. MEEK of Florida. Mr. Speaker, taking from the words of the gentlewoman from California (Ms. PELOSI), we want to strengthen Social Security. We want to do it in a bipartisan way and without slashing benefits and making sure that we do not have private accounts that will make the Social Security challenge even worse. We will point that out as we move along.

Once the President stops insisting on privatization of Social Security, we can have a real dialogue and move forward and make sure we can deal with the long-term challenges.

I mentioned earlier about the 38 million Americans that are recipients, and the average benefit is \$955. That is a lot of money to many Americans. This is not money that they just showed up and said, I have not worked and I want Social Security benefits. These are individuals who have worked every day of their lives, invested in Social Security and want to make sure that is the guaranteed American benefit that they are going to receive at the end of their working years, and rightfully so.

What the private accounts are doing and what they should do is do what we did when President Reagan was president and Tip O'Neill was Speaker of this House. They got together on a bipartisan basis and came up with a solution for Social Security. That is what we are going to have to do. We cannot have an OK Corral with one at one end of the street and one at the other and then figure out who can say what the most, even if it is inaccurate, playing

the political game, because Americans will lose in the long run.

Let us talk a little bit, and I want to share a little bit about the credibility of inaccurate information. That is contradicting to say the credibility of inaccurate information, but it is important that Americans understand that if they are going to take something as fact, it is important that they have some sort of reference to go to because a lot of things have been said in this Chamber.

I mentioned last week, dealing with the whole Medicare prescription drug debate, and I commend some of my colleagues on the other side of the aisle who stood against the powers that be and said no, I will not vote for this give-away to some of the strongest lobbyists in this town, that we are going to give them a gift and not be able to give a gift to seniors that we should give them. That we will not, I will not continue to borrow money on a high interest credit card, and I have to get my credit card going again because I had a blown-up copy of the Federal debt, that we are not going to do it.

When we started dealing with the prescription drug issue, everyone was running around saying we needed to deal with prescription drugs. On the Democratic side we said, yes; finally, we can get together and do something on a bipartisan basis. During that debate, the administration said the prescription drug bill will cost \$350 billion. That is without giving the government negotiating power with the pharmaceutical companies to bring the cost down, that is just having the pharmaceutical companies set the price.

Then the administration shared with us that it would be \$400 billion. That is a lot of money; okay. We were able to not only pass the bill, and many of us voted against it because we knew the numbers were not correct and we could not get price negotiations in to bring the cost of prescription drugs down for everyday Americans. Sure enough, after the debate, we received information that it would be \$530 billion. That is a lot of money. I am talking about future generations and what they have to pay on the debt.

Then a couple of weeks ago, the cost went up to \$727 billion. I will tell Members that is very, very wrong as it relates to inaccurate information that we have received from not only the President but from the majority side.

Before I move to the next point of accurate versus inaccurate, Social Security, Democrats have literally given flesh and blood for Social Security. This is something that we have fought for because we believe in not only the American worker but making sure that when we tell Americans that we are going to do something, that we are going to stand up to that responsibility. Private accounts are private accounts. They are private. It is privatization of Social Security, and it is not just the gentleman from Florida (Mr. MEEK) and the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ) saying

that there will be issues if we take this private account gamble, but there are others that have come out against what the President is talking, this philosophy which is not a plan which we will address later. The gentlewoman has a chart to explain further what we are talking about.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, it is important to continue along the vein that we have. These are not manufactured facts by the gentleman from Florida (Mr. MEEK) and the gentlewoman from Florida (Ms. WASSERMAN SCHULTZ).

If we look at this chart that shows how the debt would increase under the President's budget proposal if this plan goes forward, this is the portion of the debt from 2004 through 2015 that each American would be responsible for. It starts at \$4,395 in 2004 and goes up to \$10,500. This is gross income per family of four, and this is CBO numbers. This reflects the CBO's estimate of the President's budget that he has recently proposed. We are already in pretty dire straits when it comes to the deficit. The deficit, when divided amongst every American and each family, this is what it translates to over time. This is what it means to a family of four in real burden.

So if Members think about the real burden that a family of four takes on in adding to the debt because the proposal that the President has put forward grossly increases the deficit. I want to take this chart down and go to the next chart, in order to privatize Social Security and make the transition to private accounts, that would cost \$1.4 trillion in borrowing in the first 10 years of the plan.

That obviously will endanger the economy. It makes us further indebted to foreign nations and sends essentially the decision making about our economic future to China and Japan as opposed to remaining here in Washington, D.C., where we think most Americans would obviously prefer it to be. It raises taxes on our children and grandchildren over time because that number goes from \$4,300 in debt per family of four to more than \$10,000 per family of four.

Going past 10 years, it costs another \$3.5 trillion. The Republican Social Security privatization plan adds further to our debt. Here is the \$1.4 trillion in the next 10 years and an additional \$3.5 trillion over the 10 years after that. That adds additional debt in the first 10 years, and this shows the current debt that we have.

We have got to make sure that we become once and for all fiscally responsible. We have a goal to remain committed to the preservation and solvency of Social Security because we have been, as Democrats, supportive of creating, sustaining and improving Social Security since 1935. The proof is in the pudding. The proof is in where the votes have been, and the votes have been in terms of sustaining Social Security's future, on the Democratic side of the aisle.

Mr. MEEK of Florida. Mr. Speaker, the Congressional Budget Office has given us a lot of good information for us to be able to share with the American people about what is actually happening with this debate.

I also want to say that the President and some Members on the majority side bought into the philosophy to hit the road. I am glad they are joining us because over 80 percent of the Democratic Caucus has gone out and had town hall meetings not only in their districts but throughout the country.

A little later on, I would like to talk about a town hall meeting that I am having. I will be in the Capitol tomorrow, and at noon, I will be online. I will give that information later. I will talk about how you can become a part of a town hall meeting and send questions in. We have received 20 questions already, and we have not even gotten online yet.

The President said in Columbus, Ohio, today. This is a debt to the future generations of Americans, and unless we do something about it, we will not be able to pay for it without wrecking the economy. This is what he said in Ohio, and I am glad we have a savvy reporter from the Associated Press that understands the plan as we understand the plan here in Congress.

Under this plan, retirees and workers 55 and over will receive current benefits without changes. Younger workers would get a lower guaranteed government benefit at retirement than current retirees will receive right now on the assumption that their personal account earnings would make up at least a part of the difference. Under the administration's philosophy, younger workers who decide against the private accounts would also face cuts of their guaranteed government benefit.

Some Republicans have been skittish about the issue, fearing political backlash, and I will say congressional Democrats are virtually unanimous in opposition to this philosophy.

□ 1745

I just want to say that as we start talking about cutting back on benefits, what the majority side is doing, they are saying even if you do not want to be a part of the private accounts, because you hear all this thing about options and choices, that even if you do not want to be a part of it, your benefits are going to be cut anyway. I do not understand it.

Then some folks say, well, where is the Democratic plan? I would say, where is the majority side plan? There is no plan. There is not a piece of legislation. Nothing has been binding and sent to the Hill. Nothing at all.

I want to show this chart to the Members because we need to make sure that we remind some individuals here about what has been going on with this debate on Social Security and private accounts. We have been time after time, and I say "we," House Democrats and some good Republicans on the

other side of the aisle, I just want to say again, there are some in the majority caucus that have taken a stand against the administration and the majority side in saying no.

After the Medicare prescription drug issue, it is embarrassing. If you voted for the Medicare prescription drug plan, you are embarrassed. If you are a fiscal conservative, you have a bag over your head, because you are saying, I can't believe I voted for that. I can't believe that not only did I increase the debt, that we are knocking on the Bank of China to pay down on the debt, God forbid if they said, guess what, we don't want to buy any more of your bonds, we are in trouble.

This is a time of war. This is a time when we are trying to protect the homeland. And as I see the administration out there running around, saying, I guess if we burn enough jet fuel and go around and talk to people, maybe they will start believing that there is a crisis.

The crisis is the Federal debt. The crisis is the fact that 45 million Americans working, not those that are sitting at home cracking their toes saying the job situation looks sad, these individuals are going in every day to work, and they do not have health care. That is a crisis. A crisis is our men and women in Iraq and Afghanistan and in the horn of Africa that are fighting terrorism. That is a crisis. A crisis is these military families, especially for the Army, that have been deployed some 12, 15 months, and they are trying to make ends meet. That is a crisis.

I think maybe, just maybe, and I am not here with hypotheticals, but I am just saying maybe this whole thing about Social Security private accounts may just be, I will run that way when the issues are this way. And I think, or I know, that the American people are a lot smarter than some people may think they are as it relates to having a grasp on this issue of Social Security.

The reason why we do not have a bill and the reason why the President has not come up with a plan and the reason why the majority side has not proposed a plan, because the American people are not with privatization of Social Security.

I know the gentlewoman wants to say something, but I just have to make this point because this is about fact, not fiction. I think it is important. I think we have an obligation as the Democratic 30-something Working Group empowered by our leadership to come to this floor to have an hour on this floor every week is not only an honor for us but an honor for every young American that is out there and also for every parent and grandparent that is saying that I want my children to have a better opportunity than what they have had.

Let us talk about what the President is doing now. In 1978, he said he wanted to privatize Social Security, that he would like to see it happen.

In 2000, during the campaign, then Governor Bush said that he wanted to privatize Social Security.

Then when he became President Bush, he appointed a commission to develop a privatization plan for him. In December of 2001, that commission gave the President three options for privatization of Social Security.

From December 2001 to 2004, the President and the administration and the majority side were silent on Social Security. For this to be a perceived crisis that the majority side is talking about and that the President is talking about, to be silent over all of that time and say nothing.

In 2004, while running for reelection, the President again talked about private accounts and saying they are a solution for Social Security's long-term financial imbalance.

Days after the 2004 election, the President said that he had political capital and wanted to use it to push privatization of Social Security through the Congress right away.

In January of this year, press accounts claimed that the White House would have a privatization plan to Congress by late February. This is March now, or early March. I am going to tell the Members right now, I do not think that we are going to see one. In the budget that was submitted at the beginning of February, there was actually no reference to this crisis that the President speaks of in his budget. No reference. Meanwhile, we have the President flying all around the country, this is a crisis, they are using words like "bankrupt," and nothing in the budget. I cannot understand that. It goes against what you should do in a crisis. And now the press is saying that they are not clear if the President is going to offer a plan.

I know it took me a little while to say all of that, but I want to make sure when individuals in the majority side start to talk about, well, where is the Democratic plan, I will tell you, we have been waiting years for the Republican plan. Years. Our plan is already enshrined in Social Security. The reason why it is going to be solvent for another 47 years is not because the majority side, the Republican side, has said we love and we want Social Security for years and years to come. It is because Democrats demanded that Americans that did everything that we told them to do, work hard, support your country, raise your children and at the end of those years, you will receive your benefits, even if you pass away, 17 percent of the individuals that are receiving these benefits are young people that are receiving survivor benefits. And so this is not a gray and silver hair, this is not a silver hair-blue hair issue. This is an American issue.

Ms. WASSERMAN SCHULTZ. To add insult to injury, if we are going to spend time talking about private accounts and that really seems to be the way the President has shaped this debate, that is the issue around which the

President has shaped this debate, what is unbelievable is that private accounts by anyone's admission do not even solve the problem. Private accounts do not shore up Social Security, they do not improve its solvency, they do not solve the 2042 problem. They just create private accounts and privatize Social Security and pull the rug out from under people's future retirement security. That is all they do.

Just so that we can stick to the facts and not hyperbole, I will highlight the gentleman from New York (Mr. RANGEL), our ranking member on Ways and Means. The other day, he spoke to Mr. Walker and asked him about private accounts and his opinion. Mr. Walker, the Comptroller, said that as a carve-out, and this was in front of the House Committee on Ways and Means, personal accounts financed with payroll taxes could worsen the program's financial stability. He said if it was designed as a supplement to traditional benefits, as an add-on, that personal accounts would not cause a problem. And, essentially, the gentleman from Michigan (Mr. LEVIN) said, well, what the President proposed was a carve-out. That is clearly not acceptable under the Comptroller General's concept.

By the President's own experts' admission, Social Security is not in crisis, Social Security is solvent until at least 2042; and then what is unfortunate is the hyperbole, because our colleague from North Carolina, who was spending some time on the floor a little while ago talking about their view, his view, on Social Security referred to the solvency issue and said that out in 2042 that Social Security would be flat busted, I think was the term he used while I was listening to his debate. That is absolutely incorrect. Flat busted. My definition of flat busted means no money, gone, cannot provide any benefits at all. Then he, a few minutes later, said, well, it would provide 60 to 70 percent of benefits.

The reality is that the factual numbers from the Social Security Administration itself, from the trustees who manage the Social Security trust fund, they say that at the earliest in 2042, Social Security would pay 80 percent of benefits if we do nothing, which you and I and others continue and the leader and the whip and the chairman of the caucus continue to stress, we are not suggesting that we do nothing. We are suggesting that if we are going to focus on this problem, that we call it a problem and not a crisis, couch it the way it is, and let us come together in a bipartisan fashion and sit down and hash out solutions.

Our point is why spend time wringing our hands, gnashing our teeth, and stressing out our constituents who are really concerned about whether or not Social Security is going to be there for them talking about privatizing Social Security which is the vast majority of what we are spending our time talking about when it does not even solve the problem. That is the bottom line.

When I had my town hall meetings, Democrats have held more than 300 town hall meetings, like the gentleman said, more than 80 percent of our colleagues in the caucus have had town hall meetings, there have literally been more than 300 of those. At so many of those, senior citizens, our wonderful senior citizens who literally we all stand on their shoulders today, you and I especially, our generation has been able to achieve what we have been able to achieve by standing on their shoulders.

People ask, why do seniors care about this issue? The President has said, people 55 and over are not going to have to worry about it. They care because they care about their grandchildren. They also care because they have a healthy dose of skepticism. What they lived through in their lifetimes has taught them not to take everything at face value. And they understand that when you have such a gargantuan, mammoth change to a system as large as Social Security, there is no way that you can trust that people who are 55 and older will not have to worry.

They also understand that they need to be concerned about their children and their grandchildren. That same AP story that the gentleman quoted a little while ago focused on the President and what he has said about this issue. The President commented on people 55 and older. At the same time he was saying they would not need to be concerned about his plan, he also said grandmothers and grandfathers need to be worried about their grandchildren when it comes to Social Security. So at least the President acknowledges that people 55 and older have a legitimate reason to be concerned about this. We have got to make sure that we continue to disseminate the facts and not engage in the hyperbole that the Republicans have been.

Mr. MEEK of Florida. I can tell the gentlewoman, I was here in the 108th Congress. I know some of the things that have been said not only on this floor but also some of the information we have received from the administration, I think the American people have witnessed this information, too, for it to not be accurate, especially when it comes down to numbers.

There are Members of the other body of this Congress, the other Chamber, they are concerned. They are not willing to take a gamble. They are not willing to throw the dice. It is not a crap game. This is Social Security. I want to be able to share not only with the Members but the people here in this Chamber that the rules that are set out by this House, Democrats, we are in the minority. We do not agenda the meetings, we cannot agenda the meetings, we cannot bring bills to the floor because we are not in control of the Rules Committee. The gentleman from New York (Mr. RANGEL), our ranking member on Ways and Means,

cannot call a Ways and Means Committee hearing to question the administration on the philosophy of privatization of Social Security since there is no plan.

So I want to make sure that people understand, because there is desperation on the other side of the aisle for those that are participating with the administration in this game of a crisis of Social Security. And when you are in crisis, you start saying things that will sensationalize the situation. And the inaccurate information that is out there, and I am not using the generalization of saying the Republican Caucus, because there are some good Republicans. They are standing there. They are standing by their constituents. They are saying, no, this is not clear, I don't see how this benefits my constituents, young or old. With all due respect to the President, I am not saying that he is giving us wrong information; I am saying he is giving us inaccurate information.

□ 1800

It is what you say. When you say words like "bankrupt," that means no money. That means it is done.

Listen, if the gentlewoman and I were the only Americans paying into the Social Security system, it would not be bankrupt. So I am just trying to break it down, because the President came in here and said, if you are over 55, you do not need to worry.

Now, I am going to tell you, we are one America, and I do not know of any parent, and I am so glad that my mother and my father, God bless his soul, he has passed on now, they did not say, "I am okay, son. You need to fend for yourself. I have mine, you get yours." That is not the American way.

We will come to this Floor until the microphones no longer work as not only Democrats but some Republicans that are willing to stand up against this crisis philosophy that is wrong; 47 years of benefits not being cut, and even after 47 years, 80 percent of the benefits will be honored. So I commend them.

I want to say to the gentlewoman that our leader, the gentlewoman from California (Ms. PELOSI), the Democratic Leader has been on the road. She is speaking to young people. She is speaking to students at the universities, talking about Social Security and why it is important and what we want to do and how we want to work with the majority side.

I will tell you, when we work together, good things happen. I have been here. I have witnessed good things happening when people sit at the table. But it is very rare, I must add. And if given the opportunity to lead this House in the majority, our leadership will provide the right formula or will write the right prescription, if I could say that, to make sure that we work in a bipartisan way.

We have some e-mails we have to read from last week. Also, I want to be

able to share, the 30-something online town hall meeting will be tomorrow at noon. You can go to the 30-something website to find out the details. Democratic.leader.house.gov/30something. That is Democratic.leader.house.gov/30something. That is the site.

At our website, you can also check out the Social Security time line that I shared with you. I want to make sure the Members have this information, Democrat or Republican, I want them to have it, because I want to be able to make sure that the facts are out there. Everything that we share here, it is not fiction. It is not Star Trek. It is actually factual.

You will see the President's Social Security time line, of how long the majority side has been talking about private accounts, and this is one I guess of value or something, talking points on young people and Social Security. Also linked to the web page of the gentlewoman from California (Ms. PELOSI) Social Security and young people are clips from the past 30-something hours.

We want to give people information, and we are so glad we are interactive, because we are hearing from people.

I also would say, again, that is tomorrow at noon, the 30-something town hall meeting. We will be online to answer your questions, and the site is Democratic.leader.house.gov/30something.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, if the gentleman will yield, I want to get to some of the e-mails we received since the last hour. I want to highlight an e-mail we got from a young woman, someone who just passed 30-something, she just turned 40, so she is just outside of our generational span here, but she said this about privatization and private accounts: "I am very uncomfortable with the idea of using private accounts for Social Security. My mutual fund lost half of its value and, at the rate it is earning, will take another 5 to 8 years to get to the rate of my deposit. My stocks, bonds and annuities lost, but not as big, but they haven't really earned in about 5 years. My IRAs earned at about 3 percent. Everyone else I know, from my retired father to my peers to my kids who have mutual funds in their names for college funds, have been burned by the private financial sector. In addition, I know people whose employers have defaulted on pension plans."

This is the type of risk that we would be subjecting people's retirement security to if we transition to private accounts. That is what people are afraid of.

There is not so much confidence in investing in the stock market. When I had my town hall meetings, and I had three of them, I asked people to raise their hands, and I had more than 200 at two of mine, and 500 or more at all three combined, and I asked people at each town hall meeting for a show of hands, how many of them would feel comfortable in their own ability to

make investment decisions or their children's or grandchildren's ability to make investment decisions to ensure that they would have as much money as Social Security would provide for them when they got to their retirement. And literally, at my first town hall meeting, three people raised their hand; at my second town hall meeting, two people raised their hand; and no one raised their hand at the third one.

People do not want to throw their retirement security to the wind. They do not want to subject it to the whims of the stock market. Social Security is not supposed to be a gamble, like investment in the stock market is. You go in with your eyes open when you invest in the stock market. You know you may lose your money.

That is not what Social Security was designed to do. Social Security was designed to provide you with security, not designed to stress you out for the rest of your life and have you pray on your knees every night that you made the right decision and your money is going to be there for you when you retire.

Twenty percent of women who are single and retired and collecting Social Security have Social Security as their only source of income. That number is only going to go up because, as we all know, given our age, our generation has not been the generation of savers. Our generation has not squirreled money away under the mattress or in savings accounts. They do not have a significant nest egg.

The President is trying to say that this could be their nest egg. The only trick is, if you move to private accounts, he does not really talk too much in his town hall meetings about how there is going to be a commensurate cut in Social Security benefits. You do not get both under his plan.

Mr. MEEK of Florida. Mr. Speaker, under his philosophy.

Ms. WASSERMAN SCHULTZ. His outline.

Mr. MEEK of Florida. Because there is no plan. I am sorry.

Ms. WASSERMAN SCHULTZ. That is okay. I thank the gentleman. He is right, I was giving him too much credit. You do not get both. You get at least a 46 percent cut in your benefits in the Social Security benefits that you would have gotten if you move to a private account.

I want to give some information to our younger peers about what it would mean. Risky private accounts do not make up for the 46 percent cut in benefits that President Bush has proposed. A 20-year-old who enters the workforce this year would lose about \$152,000 over their working lifetime in Social Security benefits under the Bush plan.

Social Security provides disability insurance, which we have not talked too much about yet. I had a man who suffers from MS come to one of my town hall meetings. He could barely speak because it has affected his voice.

He can no longer work. He collects Social Security. We need to remind people of people who are survivors, who are collecting survivors benefits, their families, people on disability.

Mr. MEEK of Florida. Explain survivor benefits, if you will, to make sure everyone understands.

Ms. WASSERMAN SCHULTZ. Absolutely. A third of Social Security goes to people who are survivors of Social Security recipients. The Social Security recipient in their family has passed on. That person's dependents who remain alive collect that person's Social Security benefits.

There are young children and widows who are sustained through their life, who are able to remain in their house, who are able to send their children to school and leave the legacy that their deceased parent would have wanted for them, because Social Security is in place.

If you shift to private accounts, the President's outline does not help people on disability or survivors or their families because they cannot work, because they do not have a way to invest in private accounts, because they do not collect a salary. So we are going to essentially leave them out in the cold.

For a worker in her mid-20s with a spouse and two children, and there are millions of families like that across this country, Social Security provides the equivalent of a \$350,000 disability insurance policy. Most people that I know cannot afford to go out and buy one of those on the private market. That is the type of thing that Social Security provides.

Suppose, God forbid, a young parent dies suddenly. Social Security provides for the children who are left behind. The survivors benefits will replace as much as 80 percent of the earnings for a 25-year-old average wage worker who dies leaving two young children and a spouse. For that parent, Social Security survivors benefits are the equivalent to a \$403,000 life insurance policy.

That is what Social Security means to real people who suffer through these unexpected tragedies every single day.

We need to fix Social Security. We acknowledge that there are problems. We do not think that we should get to 2042 and have there only be 80 percent benefits paid. We believe in shoring up Social Security, but we believe in doing it responsibly, and we are not going to come to the table and negotiate on a risky privatization plan which does not solve the problem, which adds to our national debt, makes us more reliant on foreign nations and their economic decisions and leaves the future of our generation twisting in the wind, hoping that they will have benefits that would probably go away if this is the direction we are going in.

Mr. MEEK of Florida. Mr. Speaker, reclaiming my time, I thank the gentlewoman. The more we can talk about Social Security and what is being presently given to Americans, like survivor and disability benefits, I am glad that

the gentlewoman really talked about that, because a 20-year-old, it is a three out of ten chance they have of dying or becoming disabled before retirement age. That is important. That is why I say this is an American issue, Mr. Speaker, and not just a small issue.

I have an issue of dealing with one generation or another. We will not pit generations against each other, not on this Floor. The reason this bill has not come to the Floor yet or a plan has not been placed on the table yet or Members are not falling over each other on the majority side saying "let's do something, let's do something," is because if they bring a privatization account to this floor or to the other body, that I believe many of them will be making a career decision, because I believe the American people will say, I do not believe because the President and some Members of the majority side said we have to do this because the ball is rolling, because we started the ball rolling by saying that Social Security is going to come to an end tomorrow, we have to finish rolling the ball.

Well, let me tell you, Social Security is not prescription drugs. Social Security is not other plans that the administration has put out there. Social Security is in our communities, in our neighborhoods, a part of our values as a country, a part of family values, knowing that if a parent will pass on, knowing their children will not be left with nothing. They know this, because they have Social Security.

I want to just commend some of the groups, and I want the Members to know, that are in the fight of sharing good information out there with the American people. I want to thank the Center for American Progress. I want to also thank the NEA; A. Phillip Randolph Institute; the Alliance of Retired Americans; the American Association of University Women; also the African American Episcopal Church; also the American Baptist Churches of USA; the AFL-CIO; the Association of Community Organizations for Reform Now. We want to thank the Campaign for American's Future; also The Center For Budget and Policy Priorities; the Center For Economic Policy and Research; the Children's Defense Fund; the Coalition of Black Trade Unions; the Coalition of Human Needs; College Democrats of America; Congressional Black Caucus Foundation; Consortium of Citizens with Disabilities; the Economic Policy Institute; the Labor Council for Latin American Advancement; also the League of Rural Voters; The League of United Latin American Citizens; and The Links, Inc. Also, we would like to thank the NAACP and several other organizations.

We also need to point out the great job that Rock the Vote is doing. They are out there sharing good information.

□ 1815

They have a Web site, www.rockthevote.com; and I think it is

important that Americans spend time, and I want to commend those groups, those that were mentioned and those that were not mentioned, for the hard work that they are doing out there in holding up the flag and making sure that people understand exactly what is at stake here, making sure that they are out there. They may not be, I say to the gentlewoman, they may not be on the evening news; they may not be at the top of the hour on any of these cable networks that are out there, but they are out there. And they are making sure that we hold this Congress honest in saying that, no, you will not give us the one-two step, you will not fake right, go left, you will not do that.

So that is the reason why we do not have a bill. That is the reason why the President has not put forth a plan, because the American people are so educated on this issue and will continue to be educated on this issue.

Ms. WASSERMAN SCHULTZ. Mr. Speaker, I want to remain true to my gender, and I have done this every week since I have been participating in the 30-something group. I have an 18-month-old who I want to take to Mommy and Me in the morning, so I am going to go home in a minute and catch my flight so I can do that.

The reason that I am saying that is that I am one of three women younger than 40 in the Congress, out of 435 Members. There are a unique set of issues that women face when compared to men. The privatization outline that the President has suggested really puts women in a dire situation. For example, in 2003, the average monthly Social Security benefit for a woman was only \$798, which is \$241 less than the average man's monthly retirement. Women's earnings were 76 percent relative to men in 2003, which is down from 77 percent in 2002.

Women who reach retirement age live on average at least 3 years longer than men, so this is going to be their problem 3 years longer than men. Social Security is the only source of retirement income for one in three unmarried, retired women. Without Social Security, 52 percent of white women, 65 percent of African American women, and 61 percent of Hispanic women would live in poverty upon retirement. It provides more than half of the total income for widows and single women.

We have got to make sure that Social Security provides for all of us. We have got to make sure that we get the facts out as it relates to this problem. Not crisis, but problem. And we in the 30-something group, the members of our generation are going to continue to help educate, as we go around the country on the campus tours that we are planning, as we work with Rock the Vote and the myriad of organizations that the gentleman has detailed. The Older Women's League also is on that list in being in opposition to the President's outline.

It is our responsibility to ensure that when the baton is handed to our generation, that we commit to carrying it forth and run up those stairs like they do in the Olympics and light the torch so that we can make sure that we preserve the safety net that was created back in 1935.

It is always a pleasure to be here with the gentleman, and I look forward to continuing our fact-disseminating mission.

Mr. MEEK of Florida. Mr. Speaker, I know that we are wearing something similar here. Can the gentlewoman tell us a little bit about what we are promoting here?

Ms. WASSERMAN SCHULTZ. Absolutely. The Speaker is also wearing the tie. During this week, the Lifetime Network has promoted the issue of violence against women and highlighted the issue of violence against women on their Web site and on their network. We have all been wearing and have been asked to wear this tie and scarf to highlight domestic violence and the tragedy of domestic violence so that we can make sure that we can fight domestic violence in every corner of this country.

So I am pleased that the men and women of the Congress on both sides of the aisle have been committed to this and we are standing in solidarity with the women who have been victims of domestic violence.

Mr. MEEK of Florida. Mr. Speaker, that is so very, very important; and I thank the gentlewoman for explaining what we are doing. Some Members that were sick this week might have thought we have a new uniform or something, that we all have to wear the same colors.

Mr. Speaker, I want to not only thank the Members for listening to our 30-something hour; but we also want to share in closing, especially here on the Democratic side, that we want to strengthen Social Security without slashing benefits that Americans have earned. Private accounts make the Social Security challenge worse. They force massive benefit cuts and increase the national debt. Once the President stops insisting on privatization accounts, we can work together on making sure that we keep the promise to Social Security recipients and future recipients.

I also want to add that Social Security is an American success story that safeguards Americans' independence and economic security when they get older. Also, Social Security faces a long-term challenge, but not a crisis. A challenge, but not a crisis. I want to make sure that I put emphasis on that. Americans have earned their Social Security benefits, and it would violate their trust and penalize Americans who have paid into Social Security all of their lives to go to private accounts. Here on this side of the aisle, Democrats will preserve the Social Security promise that we made long ago.

Mr. Speaker, I also want to once again, before I close, commend not

only my colleagues in Florida on the other side of the aisle who are not with the philosophy of some Members of the majority and the President as it relates to this Social Security scheme of privatization. I want to commend all of my Democratic colleagues for standing in solidarity in making sure that Social Security is promised for future generations and the present generation.

Mr. Speaker, it is always an honor to come to the floor and address the Members of this House.

OWNERSHIP INSPIRES A VITAL AMERICAN ECONOMY

The SPEAKER pro tempore (Mr. DENT). Under the Speaker's announced policy of January 4, 2005, the gentleman from California (Mr. DREIER) is recognized for 60 minutes.

Mr. DREIER. Mr. Speaker, one of the hallmarks of our vibrant and growing economy is our continuing quest to give Americans more opportunities to become part of our ownership society. I am going to respond to some of the things that have been said by my colleagues on the other side of the aisle, but I think it is important to note that opportunity and ownership is what we are about.

We are very proud of the fact that we have lowered barriers so that the rate of homeownership now stands at a record 69 percent; nearly 70 percent of the American people own their own homes. And as a percentage, it is continuing to grow dramatically in the minority community.

We have encouraged personal savings and investment through tax relief so families are better able to plan for their own future; and I will say that the comments of my colleagues who were just before us aside, we are working very hard to bring voluntary, and I underscore the word voluntary, Mr. Speaker, personal retirement accounts to younger workers so that they can better control their own financial destiny. Our past and future success depends on the ability of every person to realize the American Dream of being an owner.

Now, last summer the President had a great statement on this issue of ownership, Mr. Speaker. He said, if you own something, you have a vital stake in the future of our country. The more ownership there is in America, the more vitality there is in America, and the more people have a vital stake in the future of this country. I think the President was right on target with that.

Nowhere is that statement on the issue of ownership and vitality more true than in California's Silicon Valley, where broad-based employee stock options spurred the innovation and ingenuity that led the economic boon that we saw in that technology sector during the 1990s and is still in the process of coming back today. It was in the emerging technology industry that the

idea of using employee ownership to attract talented workers flourished.

Small laboratories of ideas with little capital could not afford to pay lucrative salaries to get highly skilled workers. So many of these ideas emerged from basements and garages and, obviously, high salaries were not an option for many of those who were creating new and innovative ideas that improve our quality of life. Instead of lucrative salaries, which they could not offer, instead they used the hope, the hope, not the guarantee, but the hope of success to incentivize smart workers to take risks on new ideas. And with that notion, the high-tech, knowledge-based economy took off.

It took off dramatically. It produced a thriving and innovative economy over the past decade and a half that has generated millions of jobs, dramatically raised our standard of living, and made the United States of America the global leader in technology and service-oriented industries that it is today.

This happened because, as we all know, when you have a stake in the future of an idea, a company, or a home, you are going to work more productively and more creatively to ensure its success.

Now, Mr. Speaker, a good analogy is the mindset of the homeowner. Most of us who own homes recognize the value of taking good care of that investment, our home. If we protect them from damage, maintain their upkeep and improve their appearance, we think we have a good chance of making a profit on that investment. But all of us can admit that when we were renters, when we did not have a stake in maintaining or increasing a property's value, the level of commitment to improve that property was obviously quite low. There was zero motivation for us to do that.

Like the homeowner, Mr. Speaker, the employee-owner wants to see as high a return as possible from his time and effort on the job. That motivates him to contribute more of his sweat equity to the company. That increases the value of the company to him personally, and it increases the value of the company for all shareholders. That tool for creating that risk-taking mentality and giving corporate ownership is the employee stock option.

Today's stock options have allowed 14 million American workers to become corporate owners through broad-based stock option plans. Companies with broad-based plans give stock options to over 50 percent of their employees, many giving an even higher percentage. These owners are not wealthy people. In fact, Mr. Speaker, this is an incredible figure, 79 percent of all U.S. workers who hold stock options earn less than \$75,000 a year. Again, I will say that, when we hear stock options as being criticized because they are something that has been abused, and high-paid, million-dollar executives get it, actually the numbers are 79 percent

of stock options are held by Americans who earn less than \$75,000 a year. The majority of these owners, 93 percent, to be exact, are lower- and middle-income workers who have converted their labor into financial rewards. It has allowed them to send kids to college, prepare for retirement, and put down payments on their homes.

But the ability of rank-and-file workers to remain a part of our ownership society through stock options is tragically in jeopardy. When the Financial Accounting Standards Board issued its mandatory expensing accounting standard last December, it caused many companies to curtail and, in some cases, eliminate the use of broad-based stock option plans. This is before the standard has taken effect. That means as a result of the Financial Accounting Standard Board's action, a proven ownership tool for millions of Americans and their families will come to an end. That is what is on the horizon. That not only limits opportunities for workers; it is without a doubt going to negatively impact the future of our knowledge-based economy.

The entire basis of our success in the last part of the 20th century rested on individuals taking risks. Those risk-takers have built some of the most innovative job-creating companies in America, and stock options have been the major ingredient for their success. But we do not want to stop there. We obviously want to see that type of entrepreneurial behavior continue into the 21st century. Our economy depends on the ability of future small companies to turn ideas into product or service.

□ 1830

And in so doing, we see the creation of jobs and wealth. We hope they will then grow into bigger companies and create even more jobs and greater prosperity.

It is incredibly ironic that, at the very point in time, when maintaining our global competitive edge is so critically important for us in our future, we are severing the ability of America's innovators to use what has been a key tool for our success. It has been so successful, and this is just incredible. Mr. Speaker, this whole notion has been so successful, that our global competitor, the People's Republic of China, the People's Republic of China, has incorporated stock options into its 5-year economic plan to base its technology industry on.

So why in the world are we doing this? Why are we taking away an ownership opportunity for skilled workers and their families and hampering our future economic growth? The answer is plain and very obvious. There are those at the Financial Accounting Standards Board, those in the traditional business community and those in the media who simply do not like stock options as a business management tool.

They seized on the aftermath of the Enron scandal and the public's legiti-

mate hunger to curb corporate excess, and it is understandable. We obviously want to end corporate excess and the kind of abuse that we have seen. But they seized on that to stifle the use of broadbased employee stock options through the accounting standards setting process.

Even though stock option expensing never would have prevented the corporate abuse at Enron, nor were broadbased stock option plans involved in that scandal at all.

So in the name of accurate corporate reporting for investors, the Financial Accounting Standards Board stumbled down the paths toward its faulty December-issued standard. But, before I delve into that standard itself, Mr. Speaker, I wanted to address this idea that stock option expensing will curb excess at the top.

Mr. Speaker, many expensing proponents argue that forcing companies to expense will reign in excessive compensation through stock option grants and ensure that CEOs will be unable to manipulate stock options. That argument is false for two reasons: First, we have proof that the Financial Accounting Standards Board accounting standard won't hurt CEOs and senior executives who will be able to figure out how to compensate themselves, but it will, in fact, eliminate a valuable ownership opportunity for rank-and-file workers.

Listen to this sample of a recent press item: Now this was reported just a week or two ago by Reuters, on February 28. They said, and I quote, Pfizer, one of the great innovative companies in this country, obviously, in dealing with the area of health care, Pfizer said in its filing with the Security and Exchange Commission that "in response to new accounting rules requiring employee stock options to be expensed, it plans in 2005 to reduce the number of options granted, 'except to those of most senior Pfizer management.'"

Now, on February 19, the New York Times reported that the Time Warner Company, one of our great companies in this country, they said in the New York Times piece, that Time Warner "would no longer grant stock options to most employees, citing new accounting rules, new financial reporting standards which will require companies to treat stock options as expenses, 'make it prohibitively expensive' to continue the practice for all of their employees."

So the Times also reported research and industry survey data estimates, the estimates that show at least 40 percent of publicly held companies are reconsidering broadbased option plans. And it goes on to say, and I quote, "and as many as a third may discontinue them in the next few years." May discontinue them. A third of them may discontinue them in the next few years.

Second, Mr. Speaker, senior managers who cook the books and abuse stock options are breaking the law. Accounting standards will not stop someone intent on engaging in criminal be-

havior. Individuals will simply find other ways to achieve his goal.

Now, let us turn to the standard itself. Interestingly, the Financial Accounting Standards Board proclaimed its intention to come up with a mandatory expensing standard, a standard that would ensure accurate corporate reporting and transparent information for investors. Again, I underscore the last, transparent information for investors.

In 2003 testimony before the House Financial Services Subcommittee on Capital Markets, the chairman of the Financial Accounting Standards Board, Bob Herz, stated the Board's intention to improve the financial accounting and reporting of stock options. He specifically noted the need to address, and I quote, "the noncomparability and, thus, the potential lack of transparency created by the alternative accounting treatments presently available for reporting stock options."

So Mr. Herz talked about the need for greater transparency. Now, Mr. Speaker, unfortunately for investors, this standard will do everything but. This standard that they promulgated in December, set to take effect in June, will do everything but bring clarity, comparability and accuracy to corporate financial statements. It is, in fact, going to provide investors with misleading information.

The Financial Accounting Standards Board's standard requires companies to make gross assumptions based on highly volatile factors and produce one number that will represent the so-called cost of employee stock options.

We are talking about stock options that have never been exercised by the employee, may never be exercised, and are not tradable in open capital markets where value could be determined. The standard recommends that companies should use either the Black-Scholes or the binomial methods of accounting or an alternative method derived by their experts for calculating the value of the expense.

Now, Mr. Speaker, it is instructive that the inventor of the binomial method stated last year that his method does not work for fixed price employee stock options and should not be used.

Now, Mr. Speaker, the President's former National Economic Council Advisor, Larry Lindsey, led an expert panel in a study of Financial Accounting Standard Board's mandatory expensing standards that they promulgated last December. In its report to the Securities and Exchange Commission last month, the Lindsey panel found that the two valuation models are inherently flawed when used for employee stock options.

And, in fact, in a letter that was sent to the Chairman of the Securities and Exchange Commission, Mr. Donaldson, the Lindsey panel members conclude, and I quote, "if the rule were to be implemented as is and on the current time line, the quality of information

available to the public regarding employee stock options would be inadequate and potentially misleading." And again that is the Lindsey panel report.

And this is the letter that was sent to the Securities and Exchange Commission. They said it would be inadequate and potentially misleading. Those are the regulations that have been promulgated by FASB.

They went on to state that "the investing public would not be able to compare the impact of stock option plans across companies because the recommended models produce such wide results with different plausible sets of assumptions."

Now, that is a pretty compelling indictment on what has been put forward, Mr. Speaker. What happened to the FASB's determination to give investors, as I said just a moment ago, accurate, comparable and transparent information?

Let me go back to what Chairman Herz said the Board wanted to address, the noncomparability and thus the potential lack of transparency created by the alternative accounting treatment presently available for reporting stock options. But the Financial Accounting Standards Board is not helping investors with the new expensing standard.

They are actually hurting investors. The new rule set to take effect this June will actually lead to just plain wrong numbers on corporate financial statements. So much for creating transparency for our investors, which is what the FASB Chairman said was the goal. And instead of implementing one method for calculating option expensing, they have perpetuated what they had previously viewed as problematic, alternative accounting treatments.

With this standard, companies will have a choice between two bad valuation models, or be able to pick one all on their own. How can investors compare numbers with companies who choose their own method of calculation? The fallacy of the Financial Accounting Standards Board's expensing standard could not be more transparent.

You do not have to be an accountant to understand that stock options are never a corporate expense. They are a right given to employees to, at some point down the road, buy shares of the company's stock at a fixed price at a set period of time. They cost a company absolutely nothing.

As the Lindsey panel noted, it disagrees with the premise that employee stock options, and I quote from the Lindsey panel report, are "a net cost to the firm and that this cost can be measured precisely and reliably."

So they point to the fact that it is not a net cost to the firm, and it is also specious to believe that they can be measured precisely and reliably.

But, Mr. Speaker, I will acknowledge stock options do dilute the value of shared held by existing shareholders of

a company. So while there is no cost to the company, there is in fact a cost to the shareholder in the form of what is called share dilution.

That said, it is clear to me that there are problems with how stock options are reported in financial statements today. Let me say that again. I do believe that, today, we do have problems in the way that stock options are actually reported. That said, it is clear that there are problems of how they are reported in those financial statements.

Investors really do need accurate, comparable and meaningful information about how those broadbased plans affect the companies. Expensing provides none of this information. By contrast, uniform disclosure requirements would be what we need to actually help the shareholders. It is critically important that we do share that goal with Mr. Hertz, but his plan is not the way to deal with the issue of transparency.

We believe that we have a better solution. That is why we must stand on the side of investors and implement rules that will give meaningful information and make it public. The Lindsey report supports mandating increased disclosures. And, Mr. Speaker, that is exactly what this House has gone on record doing.

My distinguished colleague, the gentlelady from California (Ms. ESHOO) from the other side of the aisle and other Democrats have introduced supporting legislation.

Mr. Speaker, the gentlewoman from California (Ms. ESHOO) and many of our colleagues have introduced last month a strongly bipartisan bill which would require that the Securities and Exchange Commission implement uniform disclosures so that we can get at that issue of transparency.

Specifically in our bill, Mr. Speaker, at a minimum, companies would have to include in their footnotes a plain English discussion of share value dilution. They would have to expand disclosure of the dilutive effect of options on the company's earnings per share number. And all stock information would have to be placed prominently in a way that allows investors to easily compare information among different companies.

Finally, to ensure that stock options for executives are transparent, companies would have to provide a summary of stock options granted to the top five most highly compensated executives in that company.

This is the kind of information that will help investors clearly understand the impact of employee stock options on share value. On the completely opposite side is the Financial Accounting Standards Board's actions, which will actually do harm. Not only will it result in misleading expensing numbers, it will remove the current disclosures used by companies that do offer broadbased stock option plans.

So the useful information we currently see in financial statements will disappear after this standard takes ef-

fect. Literally, investors will have nothing to go on but a flawed and unreliable number mandated by our Nation's accounting standards board. That is indeed disturbing for those who care about the integrity of our financial markets.

Although this change in accounting treatment may be arcane to many in the real world, the new rule will hurt the risk takers who are creating jobs and wealth in this country and improving the standard of living and quality of life for so many people with creative, innovative ideas.

□ 1845

It will hit particularly hard the small businesses, skilled workers, and entrepreneurs who form the backbone of America's infrastructure. No matter what high-growth sector of the economy you look at, you will find that the common thread to its success has been employee stock options. Without that motivating incentive, would-be entrepreneurs and existing innovative companies will be less likely to take risks and transform new ideas into industry.

Now, I and many of my colleagues, as I said, have co-sponsored our bill, H.R. 913; and we believe that we need to stand on the side of investors and the partners and the workers in our Nation's ownership society. FASB, the Financial Accounting Standards Board, has issued its mandatory expensing rule. That part is done. But the SEC and the administration have an opportunity to finally provide investors with improved information and at the same time prevent the FASB from killing off stock options for rank-and-file workers.

Mr. Speaker, I sincerely hope that the Securities and Exchange Commission will pay heed to our concerns when they provide guidance on the FASB rule later this month. They need to listen to the 312 House Members of the 108th Congress who supported legislation that we worked on with our colleagues, the gentleman from Ohio (Mr. OXLEY) and the gentleman from Louisiana (Mr. BAKER) from the Committee on Financial Services. We were able to reach, working together, a legislative compromise that again enjoyed Democrat and Republican support; 312 Members of that bill effectively addressed concerns about executive compensation and protected rank-and-file corporate ownership.

Mr. Speaker, preserving broad-based plans and enhancing stock option disclosures are key to continuing the pro-growth, pro-ownership society and economy that Congress and this administration have worked so diligently to achieve.

Mr. Speaker, I call on the Securities and Exchange Commission to take action to prevent the Financial Accounting Standards Board's misguided standards from harming workers and investors. America's 21st century expansion and growth that we are all pursuing and encouraging so vigorously, we

should realize that it will hinge in large part on this decision that will be made. So I hope very much that they make the correct decision so that we can continue to see our economy thrive.

APPOINTMENT OF MEMBERS TO THE BOARD OF REGENTS OF THE SMITHSONIAN INSTITUTION

The SPEAKER pro tempore (Mr. DENT). Pursuant to sections 5580 and 5581 of the Revised Statutes (20 U.S.C. 42-43), and the order of the House of January 4, 2005, the Chair announces the Speaker's appointment of the following Members of the House to the Board of Regents of the Smithsonian Institution:

Mr. REGULA of Ohio,
Mr. SAM JOHNSON of Texas,
Mr. BECERRA of California.

SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

(The following Members (at the request of Mr. SCHIFF) to revise and extend their remarks and include extraneous material:)

Mr. SCHIFF, for 5 minutes, today.
Mr. GEORGE MILLER of California, for 5 minutes, today.
Ms. WOOLSEY, for 5 minutes, today.
Mr. PALLONE, for 5 minutes, today.
Mr. BROWN of Ohio, for 5 minutes, today.
Mr. CUELLAR, for 5 minutes, today.
Mr. ENGEL, for 5 minutes, today.
Ms. JACKSON-LEE of Texas, for 5 minutes, today.

(The following Members (at the request of Mr. DUNCAN) to revise and extend their remarks and include extraneous material:)

Mrs. BIGGERT, for 5 minutes, today.
Mr. NEY, for 5 minutes, today.
Mr. WELDON of Florida, for 5 minutes, today.
Mrs. MUSGRAVE, for 5 minutes, today.
Mr. POE, for 5 minutes, today.
Mr. FLAKE, for 5 minutes, today.
Mr. CUNNINGHAM, for 5 minutes, March 15.
Mr. DUNCAN, for 5 minutes, today.
Mr. GOHMERT, for 5 minutes, today.
Mr. JONES of North Carolina, for 5 minutes, March 14.

ADJOURNMENT

Mr. DREIER. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 6 o'clock and 48 minutes p.m.), under its previous order, the House adjourned until Monday, March 14, 2005, at 12:30 p.m., for morning hour debates.

OATH OF OFFICE—MEMBERS, RESIDENT COMMISSIONER, AND DELEGATES

The oath of office required by the sixth article of the Constitution of the

United States, and as provided by section 2 of the act of May 13, 1884 (23 Stat. 22), to be administered to Members, Resident Commissioner, and Delegates of the House of Representatives, the text of which is carried in 5 U.S.C. 3331:

“I, AB, do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will well and faithfully discharge the duties of the office on which I am about to enter. So help me God.”

has been subscribed to in person and filed in duplicate with the Clerk of the House of Representatives by the following Member of the 109th Congress, pursuant to the provisions of 2 U.S.C. 25:

Doris O. Matsui
California 5th

OATH FOR ACCESS TO CLASSIFIED INFORMATION

Under clause 13 of rule XXIII, the following Members executed the oath for access to classified information:

Neil Abercrombie, Gary L. Ackerman, Robert B. Aderholt, W. Todd Akin, Rodney Alexander, Thomas H. Allen, Robert E. Andrews, Joe Baca, Spencer Bachus, Brian Baird, Richard H. Baker, Tammy Baldwin, J. Gresham Barrett, John Barrow, Roscoe G. Bartlett, Joe Barton, Charles F. Bass, Melissa L. Bean, Bob Beauprez, Xavier Becerra, Shelley Berkley, Howard L. Berman, Marion Berry, Judy Biggert, Michael Bilirakis, Rob Bishop, Sanford D. Bishop, Jr., Timothy H. Bishop, Marsha Blackburn, Earl Blumenauer, Roy Blunt, Sherwood Boehlert, John A. Boehner, Henry Bonilla, Jo Bonner, Mary Bono, John Boozman, Madeleine Z. Bordallo, Dan Boren, Leonard L. Boswell, Rick Boucher, Charles W. Boustany, Jr., Allen Boyd, Jeb Bradley, Kevin Brady, Robert A. Brady, Corrine Brown, Sherrod Brown, Henry E. Brown, Jr., Ginny Brown-Waite, Michael C. Burgess, Dan Burton, G. K. Butterfield, Steve Buyer, Ken Calvert, Dave Camp, Chris Cannon, Eric Cantor, Shelley Moore Capito, Lois Capps, Michael E. Capuano, Benjamin L. Cardin, Dennis A. Cardoza, Russ Carnahan, Julia Carson, John R. Carter, Ed Case, Michael N. Castle, Steve Chabot, Ben Chandler, Chris Choccola, Donna M. Christensen, Wm. Lacy Clay, Emanuel Cleaver, James E. Clyburn, Howard Coble, Tom Cole, K. Michael Conaway, John Conyers, Jr., Jim Cooper, Jim Costa, Jerry F. Costello, Christopher Cox, Robert E. (Bud) Cramer, Jr., Ander Crenshaw, Joseph Crowley, Barbara Cubin, Henry Cuellar, John Abney Culberson, Elijah E. Cummings, Randy “Duke” Cunningham, Artur Davis, Geoff Davis, Jim Davis, Jo Ann Davis, Lincoln Davis, Tom Davis, Susan A. Davis, Danny K. Davis, Nathan Deal, Peter A. DeFazio, Diana DeGette, William D. Delahunt, Rosa L. DeLauro, Tom DeLay, Charles W. Dent, Lincoln Diaz-Balart, Mario Diaz-Balart, Norman D. Dicks, John D. Dingell, Lloyd Doggett, John T. Doolittle, Michael F. Doyle, Thelma D. Drake, David Dreier, John J. Duncan, Jr., Chet Edwards, Vernon J. Ehlers, Rahm Emanuel, Jo Ann

Emerson, Eliot L. Engel, Phil English, Anna G. Eshoo, Bob Etheridge, Lane Evans, Terry Everett, Eni F. H. Faleomavaega, Sam Farr, Chaka Fattah, Tom Feeney, Mike Ferguson, Bob Filner, Michael G. Fitzpatrick, Jeff Flake, Mark Foley, J. Randy Forbes, Harold E. Ford, Jr., Jeff Fortenberry, Luis G. Fortuño, Vito Fossella, Virginia Foxx, Barney Frank, Trent Franks, Rodney P. Frelinghuysen, Elton Gallegly, Scott Garrett, Jim Gerlach, Jim Gibbons, Wayne T. Gilchrest, Paul E. Gillmor, Phil Gingrey, Louie Gohmert, Charles A. Gonzalez, Virgil H. Goode, Jr., Bob Goodlatte, Bart Gordon, Kay Granger, Sam Graves, Al Green, Gene Green, Mark Green, Raúl M. Grijalva, Luis V. Guterrez, Gil Gutknecht, Ralph M. Hall, Jane Harman, Katherine Harris, Melissa A. Hart, J. Dennis Hastert, Doc Hastings, Alcee L. Hastings, Robin Hayes, J. D. Hayworth, Joel Hefley, Jeb Hensarling, Wally Herger, Stephanie Herseth, Brian Higgins, Maurice D. Hinchey, Rubén Hinojosa, David L. Hobson, Peter Hoekstra, Tim Holden, Rush D. Holt, Michael M. Honda, Darlene Hooley, John N. Hostettler, Steny H. Hoyer, Kenny C. Hulshof, Duncan Hunter, Henry J. Hyde, Bob Inglis, Jay Inslee, Steve Israel, Darrell E. Issa, Ernest J. Istook, Jr., Jesse L. Jackson, Jr., Sheila Jackson-Lee, William J. Jefferson, William L. Jenkins, Bobby Jindal, Sam Johnson, Eddie Bernice Johnson, Nancy L. Johnson, Timothy V. Johnson, Walter B. Jones, Stephanie Tubbs Jones, Paul E. Kanjorski, Marcy Kaptur, Ric Keller, Sue W. Kelly, Patrick J. Kennedy, Mark R. Kennedy, Dale E. Kildee, Carolyn C. Kilpatrick, Ron Kind, Steve King, Peter T. King, Jack Kingston, Mark Steven Kirk, John Kline, Joe Knollenberg, Jim Kolbe, John R. “Randy” Kuhl, Jr., Ray LaHood, James R. Langevin, Tom Lantos, Rick Larsen, John B. Larson, Tom Latham, Steven C. LaTourette, James A. Leach, Barbara Lee, Sander M. Levin, Jerry Lewis, John Lewis, Ron Lewis, John Linder, Daniel Lipinski, Frank A. LoBiondo, Zoe Lofgren, Nita M. Lowey, Frank D. Lucas, Daniel E. Lungren, Stephen F. Lynch, Connie Mack, Carolyn B. Maloney, Donald A. Manzullo, Kenny Marchant, Edward J. Markey, Jim Marshall, Jim Matheson, Doris O. Matsui, Carolyn McCarthy, Michael T. McCaul, Betty McCollum, Thaddeus G. McCotter, Jim McCreery, James P. McGovern, Patrick T. McHenry, John M. McHugh, Mike McIntyre, Howard P. “Buck” McKeon, Cynthia McKinney, Cathy McMorris, Michael R. McNulty, Martin T. Meehan, Kendrick B. Meek, Gregory W. Meeks, Charlie Melancon, Robert Menendez, John L. Mica, Michael H. Michaud, Juanita Millender-McDonald, Brad Miller, Jeff Miller, Gary G. Miller, Candice S. Miller, Alan B. Mollohan, Dennis Moore, Gwen Moore, Jerry Moran, James P. Moran, Tim Murphy, John P. Murtha, Marilyn N. Musgrave, Sue Wilkins Myrick, Jerrold Nadler, Grace F. Napolitano, Richard E. Neal, Randy Neugebauer, Robert W. Ney, Anne M. Northup, Eleanor Holmes Norton, Charlie Norwood, Devin Nunes, Jim Nussle, James L. Oberstar, David R. Obey, John W. Olver, Solomon P. Ortiz, Tom Osborne, C. L. “Butch” Otter, Major R. Owens, Michael G. Oxley, Frank Pallone, Jr., Bill Pascrell, Jr., Ed Pastor, Ron Paul, Donald M. Payne, Stevan Pearce, Nancy Pelosi, Mike Pence, Collin C. Peterson, John E. Peterson, Thomas E. Petri, Charles W. “Chip” Pickering, Joseph R. Pitts, Todd Russell Platts, Ted Poe, Richard W. Pombo, Earl Pomeroy, Jon C. Porter, Rob Portman, Tom Price, David E. Price, Deborah Pryce, Adam H. Putnam, George Radanovich, Nick J. Rahall, II, Jim Ramstad, Charles B. Rangel, Ralph Regula, Dennis R. Rehberg, David G. Reichert, Rick Renzi, Silvestre Reyes, Thomas M. Reynolds, Harold Rogers, Mike Rogers, Dana Rohrabacher, Ileana Ros-Lehtinen, Mike Ross,

Steven R. Rothman, Lucille Roybal-Allard, Edward R. Royce, C. A. Dutch Ruppersberger, Bobby L. Rush, Paul Ryan, Tim Ryan, Jim Ryun, Martin Olav Sabo, John T. Salazar, Loretta Sanchez, Linda T. Sánchez, Bernard Sanders, Jim Saxton, Janice D. Schakowsky, Adam B. Schiff, Allyson Y. Schwartz, John J. H. "Joe" Schwarz, David Scott, Robert C. Scott, F. James Sensenbrenner, Jr., José E. Serrano, Pete Sessions, John B. Shadegg, E. Clay Shaw, Jr., Christopher Shays, Brad Sherman, Don Sherwood, John Shimkus, Bill Shuster, Rob Sim-

mons, Michael K. Simpson, Ike Skelton, Louise McIntosh Slaughter, Adam Smith, Christopher H. Smith, Lamar S. Smith, Vic Snyder, Michael E. Sodrel, Hilda L. Solis, Mark E. Souder, John M. Spratt, Jr., Cliff Stearns, Ted Strickland, Bart Stupak, John Sullivan, John E. Sweeney, Thomas G. Tancredo, John S. Tanner, Ellen O. Tauscher, Gene Taylor, Charles H. Taylor, Lee Terry, William M. Thomas, Mike Thompson, Bennie G. Thompson, Mac Thornberry, Todd Tiahrt, Patrick J. Tiberi, John F. Tierney, Edolphus Towns, Michael R.

Turner, Mark Udall, Tom Udall, Fred Upton, Chris Van Hollen, Nydia M. Velázquez, Peter J. Visclosky, Greg Walden, James T. Walsh, Zach Wamp, Debbie Wasserman Schultz, Maxine Waters, Diane E. Watson, Melvin L. Watt, Henry A. Waxman, Anthony D. Weiner, Curt Weldon, Dave Weldon, Jerry Weller, Lynn A. Westmoreland, Robert Wexler, Ed Whitfield, Roger F. Wicker, Heather Wilson, Joe Wilson, Frank R. Wolf, Lynn C. Woolsey, David Wu, Albert Russell Wynn, Don Young, C. W. Bill Young.

EXPENDITURE REPORTS CONCERNING OFFICIAL FOREIGN TRAVEL

Reports concerning the foreign currencies and U.S. dollars utilized for speaker-authorized official travel during the second quarter of 2004 and the fourth quarter of 2004, pursuant to Public Law 95-384 are as follows:

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, MR. KEVIN FROMER, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN APR. 11 AND APR. 20, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Kevin Fromer	4/11	4/13	Spain		465.00						465.00
	4/14	4/16	Italy		462.00						462.00
	4/17	4/19	Croatia		435.00						435.00
	4/19	4/20	Ireland		157.00						157.00
Committee total					1,519.00						1,519.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

KEVIN FROMER, Jan. 4, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, MR. MARK ANDERSON, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 22 AND NOV. 27, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Mark Anderson	11/22	11/27	Czech Rep.		1,530.00		4,250.00				5,780.00
Committee total					1,530.00		4,250.00				5,780.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

MARK ANDERSON, Dec. 15, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, MS. APRIL FOSTER, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 30 AND DEC. 7, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
April Foster	12/1	12/3	Germany		686.00						686.00
	12/3	12/5	Poland		566.00						566.00
	12/5	12/7	Italy		874.00						874.00
							2,020.80				2,020.80
Committee total					2,126.00		2,020.80				4,146.80

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

APRIL FOSTER, Jan. 7, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, MS. KRISTEN COLE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN DEC. 3 AND DEC. 12, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Kristen Cole	12/03	12/12	Ethiopia		591.00		7,300.00		1,070.00		8,961.00
Committee total					591.00		7,300.00		1,070.00		8,961.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

KRISTY COLE, Dec. 29, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO THE COMMISSION ON SECURITY AND COOPERATION IN EUROPE, HOUSE OF REPRESENTATIVES,
EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Janice Helwig	7/1	8/1	Austria		8,533.00						8,553.00
Chadwick Gore	7/13	7/13	USA				4,544.00				4,544.00
	7/14	7/17	Austria		790.00						790.00
Janice Helwig	7/25	7/25	Austria				957.00				957.00
	7/25	7/27	Albania		387.00						387.00
Janice Helwig	8/13	8/13	USA				4,557.00				4,557.00
	8/14	9/30	Austria		12,561.00						12,561.00
Elizabeth Pryor	9/5	9/5	USA				4,537.00				4,537.00
	9/6	9/10	Austria		1,020.00						1,020.00
Janice Helwig	9/12	9/12	Austria				546.00				546.00
	9/12	9/15	Belgium		924.00						924.00
Knox Thames	9/11	9/11	USA				5,701.00				5,701.00
	9/12	9/17		1,797.00							1,797.00
Janice Helwig	9/22	9/22	Austria				1,251.00				1,251.00
	9/22	9/25	Finland		885.00						885.00
Maureen Walsh	9/22	9/22	USA				5,678.00				5,678.00
	9/23	9/25	Finland		578.00						578.00
	9/25	10/2	Greece		1,247.00						1,247.00
Chadwick Gore	9/27	9/27	USA				5,633.00				5,633.00
	9/28	10/3	Greece		1,163.00						1,163.00
Committee total					29,905		33,404				63,309

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

CHRISTOPHER H. SMITH, Chairman, Nov. 1, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO THE COMMISSION ON SECURITY AND COOPERATION IN EUROPE, HOUSE OF REPRESENTATIVES,
EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Elizabeth Pryor	9/28	9/28	USA				5,567.00				5,567.00
	9/29	10/1	Switzerland		534.00						534.00
	10/1	10/3	France		318.00						318.00
	10/1	10/3	France		318.00						318.00
	10/3	10/7	Poland		844.00						844.00
Janice Helwig	10/1	12/20	Austria		19,957.00						19,957.00
Erika Schlager	10/2	10/2	USA				4,867.00				4,867.00
	10/3	10/16	Poland		3,043.00						3,043.00
Michael Ochs	10/12	10/12	USA				4,625.00				4,625.00
	10/3	10/10	Poland		1,532.00						1,532.00
Janice Helwig	10/3	10/3	Austria				1,197.00				1,197.00
	10/3	10/16	Poland		2,973.00						2,973.00
Dorothy Douglas Traft	10/3	10/3	USA				4,739.00				4,739.00
	10/4	10/9	Poland		1,200.00						1,200.00
Ronald J. McNamara	10/10	10/10	USA				5,685.00				5,685.00
	10/11	10/14	Poland		831.00						831.00
	10/14	10/19	Belarus		886.00						886.00
Orest Deychakiwsky	10/14	10/14	USA				5,685.00				5,685.00
	10/15	10/19	Belarus		700.00						700.00
H. Knox Thames	11/3	11/3	USA				5,903.00				5,903.00
	11/4	11/6	Austria		510.00						510.00
Janice Helwig	11/4	11/4	Austria				780.00				780.00
	11/4	11/6	Croatia		436.00						436.00
Marlene Kaufmann	11/6	11/6	USA				6,114.00				6,114.00
	11/07	11/10	Italy		788.00						788.00
	11/10	11/14	Bulgaria		779.00						779.00
	11/14	11/17	Romania		684.00						684.00
	11/17	11/20	Austria		709.00						709.00
Chadwick Gore	11/14	11/14	USA				5,977.00				5,977.00
	11/15	11/21	Egypt		1,100.00						1,100.00
Elizabeth Pryor	11/15	11/15	USA				4,795.00				4,795.00
	11/16	11/21	Egypt		863.00		490.00				1,353.00
	11/21	11/22	Austria		389.00						389.00
Ronald J. McNamara	11/17	11/17	USA				5,912.00				5,912.00
	11/18	11/23	Ukraine		977.00						977.00
Orest Deychakiwsky	11/17	11/17	USA				5,912.00				5,912.00
	11/18	11/23	Ukraine		1,031.00						1,031.00
Michael Ochs	11/17	11/17	USA				5,967.00				5,967.00
	11/18	11/22	Ukraine		563.00						563.00
	11/22	11/23	Poland		368.00						368.00
John Finerty	11/17	11/17	USA				5,918.00				5,918.00
	11/18	11/22	Ukraine		522.00						522.00
	11/22	11/23	Austria		255.00						255.00
Janice Helwig	12/3	12/3	Austria				562.00				562.00
	12/3	12/8	Bulgaria		901.00						901.00
Dorothy Douglas Taft	12/4	12/4	USA				1,375.00				1,375.00
	12/5	12/10	Bulgaria		1,137.00						1,137.00
Elizabeth Pryor	12/4	12/4	USA				6,101.00				6,101.00
	12/5	12/8	Bulgaria		579.00						579.00
	12/8	12/10	Austria		542.00						542.00
Orest Deychakiwsky	12/23	12/23	USA				5,745.00				5,745.00
	12/24	12/28	Ukraine		1,028.00						1,028.00
Committee total					46,979		93,916				140,895

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

CHRISTOPHER H. SMITH, Chairman, Jan. 31, 2005.

March 10, 2005

CONGRESSIONAL RECORD—HOUSE

H1355

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO HOUSE NATO PARLIAMENTARY ASSEMBLY MEETING IN ITALY AND GREECE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 7 AND NOV. 17, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Michael Bilirakis	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Paul Gillmor	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. John Tanner	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. David Price	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Vernon Ehlers	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Jo Ann Emerson	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. John Shimkus	11/13	11/16	Italy		1,350.00		(³) 3,400.20				4,750.20
Hon. Ellen Tauscher	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Dennis Moore	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Thomas Tancredo	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. Tom Udall	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Hon. John Boozman	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Mw. Kathy Becker	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Ms. Carol Doherty	11/11	11/16	Italy		2,250.00		(³) 3,325.00				5,575.00
Dr. Paul Galtis	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/17	Italy		2,700.00		2,631.68				6,664.68
Dr. Kay King	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/17	Italy		2,700.00		2,631.00				6,664.68
Dr. Robert King	11/11	11/16	Italy		1,180.00		348.10			1,528.10	
Ms. Carol Lawrence	11/7	11/11	Greece		1,333.00	(³)					
	11/11	11/17	Italy		2,700.00		2,631.68				6,664.68
Mr. John Lis	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/17	Italy		2,700.00		2,631.68				6,664.68
Mr. Vincent Morelli	11/11	11/17	Italy		2,700.00		888.27				3,588.27
Ms. Susan Olson	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/17	Italy		2,700.00		3,222.68				7,255.68
Ms. Marilyn Owen	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00		(³)				3,583.00
Mr. Patrick Prisco	11/11	11/17	Italy		2,700.00		5,240.68				7,940.68
Ms. Christy Stefadourous	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/16	Italy		2,250.00						3,583.00
Mr. Mark Wellman	11/7	11/11	Greece		1,333.00		(³)				
	11/11	11/17	Italy		2,700.00		2,631.68				6,664.68
Mr. Guido Zucconi	11/11	11/17	Italy		2,700.00		5,628.25				8,328.25
Delegation Expenses:											
Representational Functions									11,634.45		11,634.45
Miscellaneous									807.90		807.90
Committee total					87,240.00		35,211.58		12,442.35		134,893.93

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

MICHAEL BILIRAKIS, Chairman, Dec. 21, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO LUXEMBOURG, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 29 AND DEC. 3, 2004

Name of Member or employee	Date (mm/dd/yy)		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Martha Morrison	11/30	12/03	Luxembourg		1,107.00		6,105.82				7,212.82
Don Kellaher	11/30	12/03	Luxembourg		1,107.00		6,105.82				7,212.82
Committee total					2,214.00		12,211.64				14,425.64

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

J. DENNIS HASTERT, Chairman, Dec. 6, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO TURKEY, GERMANY, LUXEMBOURG, SICILY, AND CRETE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN DEC. 9 AND DEC. 19, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Speaker J. Dennis Hastert	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. John D. Dingell	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. Jerry Lewis	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. Sherwood Boehlert	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. Mark E. Souder	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. John Boozman	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. Ander Crenshaw	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Scott Palmer	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Chris Walker	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Kevin Fromer	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Sam Lancaster	12/10	12/11	Turkey		338.00		(³)				338.00
Ms. Kathryn Lehman	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Andrew Shore	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Richard Frandsen	12/10	12/11	Turkey		338.00		(³)				338.00
Ms. Martha Morrison	12/10	12/11	Turkey		338.00		(³)				338.00
Adm. John F. Eissold	12/10	12/11	Turkey		338.00		(³)				338.00
Hon. Wilson Livingood	12/10	12/11	Turkey		338.00		(³)				338.00
Mr. Dwight Comedy	12/10	12/11	Turkey		338.00		(³)				338.00

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, DELEGATION TO TURKEY, GERMANY, LUXEMBOURG, SICILY, AND CRETE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN DEC. 9 AND DEC. 19, 2004—Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Ms. Brenda Becker	12/10	12/11	Turkey		338.00		(³)				338.00
Speaker J. Dennis Hastert	12/11	12/13	Greece		577.23		(³)				577.23
Hon. John D. Dingell	12/11	12/13	Greece		577.23		(³)				577.23
Hon. Jerry Lewis	12/11	12/13	Greece		577.23		(³)				577.23
Hon. Sherwood Boehlert	12/11	12/13	Greece		577.23		(³)				577.23
Hon. Mark E. Souder	12/11	12/13	Greece		577.23		(³)				577.23
Hon. John Boozman	12/11	12/13	Greece		577.23		(³)				577.23
Hon. Ander Crenshaw	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Scott Palmer	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Chris Walker	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Kevin Fromer	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Sam Lancaster	12/11	12/13	Greece		577.23		(³)				577.23
Ms. Kathryn Lehman	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Andrew Shore	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Richard Frandsen	12/11	12/13	Greece		577.23		(³)				577.23
Ms. Martha Morrison	12/11	12/13	Greece		577.23		(³)				577.23
Adm. John F. Eisold	12/11	12/13	Greece		577.23		(³)				577.23
Hon. Wilson Livingood	12/11	12/13	Greece		577.23		(³)				577.23
Mr. Dwight Comedy	12/11	12/13	Greece		577.23		(³)				577.23
Ms. Brenda Becker	12/11	12/13	Greece		577.23		(³)				577.23
Speaker J. Dennis Hastert	12/13	12/15	Germany		934		(³)				934
Hon. John D. Dingell	12/13	12/15	Germany		934		(³)				934
Hon. Jerry Lewis	12/13	12/15	Germany		934		(³)				934
Hon. Sherwood Boehlert	12/13	12/15	Germany		934		(³)				934
Hon. Mark E. Souder	12/13	12/15	Germany		934		(³)				934
Hon. John Boozman	12/13	12/15	Germany		934		(³)				934
Hon. Ander Crenshaw	12/13	12/15	Germany		934		(³)				934
Mr. Scott Palmer	12/13	12/15	Germany		934		(³)				934
Mr. Chris Walker	12/13	12/15	Germany		934		(³)				934
Mr. Kevin Fromer	12/13	12/15	Germany		934		(³)				934
Mr. Sam Lancaster	12/13	12/15	Germany		934		(³)				934
Ms. Kathryn Lehman	12/13	12/15	Germany		934		(³)				934
Mr. Andrew Shore	12/13	12/15	Germany		934		(³)				934
Mr. Richard Frandsen	12/13	12/15	Germany		934		(³)				934
Ms. Martha Morrison	12/13	12/15	Germany		934		(³)				934
Adm. John F. Eisold	12/13	12/15	Germany		934		(³)				934
Hon. Wilson Livingood	12/13	12/15	Germany		934		(³)				934
Mr. Dwight Comedy	12/13	12/15	Germany		934		(³)				934
Ms. Brenda Becker	12/13	12/15	Germany		934		(³)				934
Hon. John B. Shadegg	12/13	12/15	Germany		934		(³)				934
Speaker J. Dennis Hastert	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. John D. Dingell	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. Jerry Lewis	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. Sherwood Boehlert	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. Mark E. Souder	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. John Boozman	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Hon. Ander Crenshaw	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Mr. Scott Palmer	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Chris Walker	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Kevin Fromer	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Sam Lancaster	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Ms. Kathryn Lehman	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Andrew Shore	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Richard Frandsen	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Ms. Martha Morrison	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Hon. John Shadegg	12/15	12/17	Luxembourg		1,239.24		(³)				1,239.24
Adm. John F. Eisold	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Hon. Wilson Livingood	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Dwight Comedy	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Ms. Brenda Becker	12/15	12/17	Luxembourg		1,168.52		(³)				1,168.52
Mr. Donald Kellaher	12/13	12/17	Luxembourg		1,405.47		(³)				1,405.47
Speaker J. Dennis Hastert	12/17	12/19	Sicily		690		(³)				690
Hon. John D. Dingell	12/17	12/19	Sicily		690		(³)				690
Hon. Jerry Lewis	12/17	12/19	Sicily		690		(³)				690
Hon. Sherwood Boehlert	12/17	12/19	Sicily		690		(³)				690
Hon. Mark E. Souder	12/17	12/19	Sicily		690		(³)				690
Hon. John Boozman	12/17	12/19	Sicily		690		(³)				690
Hon. Ander Crenshaw	12/17	12/19	Sicily		690		(³)				690
Mr. Scott Palmer	12/17	12/19	Sicily		690		(³)				690
Mr. Chris Walker	12/17	12/19	Sicily		690		(³)				690
Mr. Kevin Fromer	12/17	12/19	Sicily		690		(³)				690
Mr. Sam Lancaster	12/17	12/19	Sicily		690		(³)				690
Ms. Kathryn Lehman	12/17	12/19	Sicily		690		(³)				690
Mr. Andrew Shore	12/17	12/19	Sicily		690		(³)				690
Mr. Richard Frandsen	12/17	12/19	Sicily		690		(³)				690
Ms. Martha Morrison	12/17	12/19	Sicily		690		(³)				690
Adm. John F. Eisold	12/17	12/19	Sicily		690		(³)				690
Hon. Wilson Livingood	12/17	12/19	Sicily		690		(³)				690
Mr. Dwight Comedy	12/17	12/19	Sicily		690		(³)				690
Ms. Brenda Becker	12/17	12/19	Sicily		690		(³)				690
Hon. John B. Shadegg	12/17	12/19	Sicily		690		(³)				690
Mr. Don Kellaher	12/17	12/19	Sicily		690		(³)				690
Committee total					75,901.00		6,842.38				82,743.38

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.⁽³⁾ Military air transportation.

J. DENNIS HASTERT, Chairman, Jan. 10, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Frank Wolf	6/26	6/30*	Sudan		78.00**						78.00
Commercial Airfare							7,742.34				7,742.34
*Orig. 7/1. **Returned \$400 in unused per diem											
Christine R. Kojac	6/27	6/30	South Korea		810.00						810.00
	6/30	7/3	China		658.00						658.00

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004—

Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Commercial Airfare							6,350.36				6,350.36
Hon. C.W. Bill Young	7/16	7/19	United Kingdom		555.00		(³)				555.00
Hon. Rodney P. Frelinghuysen	7/16	7/19	United Kingdom		555.00		(³)				555.00
Hon. Bud Cramer	7/16	7/19	United Kingdom		555.00		(³)				555.00
Douglas Gregory	7/16	7/19	United Kingdom		555.00		(³)				555.00
David Jolly	7/16	7/19	United Kingdom		555.00		(³)				555.00
Harry Glenn	7/16	7/19	United Kingdom		555.00		(³)				555.00
Carol Murphy	7/24	7/27	Germany		585.00						585.00
	7/27	7/28	Italy		196.00						196.00
	7/28	7/30	Spain		545.00						545.00
Commercial Airfare							4601.92				4601.92
Walter Hearne	7/24	7/27	Germany		585.00						585.00
	7/27	7/28	Italy		196.00						196.00
	7/28	7/30	Spain		545.00						545.00
Commercial Airfare							4601.92				4601.92
Hon. Zach Wamp	7/27	7/29	Tanzania		785.92						785.92
	7/29	8/3	South Africa		1,438.70		(³)				1,438.70
John T. Blazey II	7/25	7/26	Thailand		232.00						232.00
	7/26	7/29	Nepal		714.00						714.00
	7/29	8/1	Bhutan		438.00						438.00
	8/1	8/2	Nepal		238.00						238.00
	8/2	8/3	Thailand		232.00						232.00
	8/3	8/5	Cambodia		566.00						566.00
	8/5	8/7	Vietnam		426.00						426.00
									68.43		68.43
Commercial Airfare							6,495.20				6,495.20
Therese McAuliffe	7/25	7/26	Thailand		232.00						232.00
	7/26	7/29	Nepal		714.00						714.00
	7/29	8/1	Bhutan		438.00						438.00
	8/1	8/2	Nepal		238.00						238.00
	8/2	8/3	Thailand		232.00						232.00
	8/3	8/5	Cambodia		566.00						566.00
	8/5	8/7	Vietnam		426.00						426.00
									68.43		68.43
Commercial Airfare							6,495.20				6,495.20
John Scofield	8/1	8/3	Thailand		464.00						464.00
	8/3	8/5	Cambodia		566.00						566.00
	8/5	8/7	Vietnam		426.00						426.00
									68.43		68.43
Commercial Airfare							5,564.08			5,564.08	
Robert Blair	7/25	7/26	Thailand		232.00						232.00
	7/26	7/29	Nepal		618.00						618.00
	7/29	8/1	Bhutan		438.00						438.00
	8/1	8/2	Nepal		238.00						238.00
	8/2	8/3	Thailand		232.00						232.00
	8/3	8/5	Cambodia		566.00						566.00
	8/5	8/7	Vietnam		426.00						426.00
									68.43		68.43
Commercial Airfare							6,495.20				6,495.20
John T. Blazey II	8/10	8/17	China		1,726.00						1,726.00
	8/17	8/18	Japan		408.00						408.00
Commercial Airfare							6,322.35				6,322.35
Tom Forhan	7/24	7/27	Germany		585.00						585.00
	7/27	7/28	Italy		196.00						196.00
	7/28	7/30	Spain		545.00						545.00
Commercial Airfare							4,601.92				4,601.92
Hon. Marion Berry	8/10	8/12	Jordan		476.00		(³)				476.00
	8/11	8/11	Iraq		0.00						0.00
	8/12	8/13	Germany		203.00						203.00
Jeff Ashford	8/10	8/15	Canada		1,242.00						1,242.00
Commercial Airfare							674.91				674.91
John Shank	8/10	8/12	Guatemala		548.00						548.00
	8/12	8/14	Nicaragua		452.00						452.00
Commercial Airfare							2,873.50				2,873.50
Hon. Charles Taylor	8/8	8/13	Italy		2,436.87						2,436.87
Commercial Airfare							6,313.95				6,313.95
Chester Lee Turner III	8/7	8/14	Italy		3,428.16						3,428.16
Commercial Airfare							5,600.15				5,600.15
Rodney Bent	8/15	8/18	Colombia		836.00						836.00
	8/18	8/22	Ecuador		714.00						714.00
Commercial Airfare							2,481.67				2,481.67
Hon. James P. Moran	8/5	8/7	Korea		652.00		(³)				652.00
	8/7	8/9	China		554.00		(³)				554.00
	8/9	8/10	Hong Kong		379.00		(³)				379.00
	8/10	8/11	Vietnam		193.00		(³)				193.00
	8/12	8/14	Australia		776.00		(³)				776.00
Mark W. Murray	8/10	8/12	Guatemala		548.00						548.00
	8/12	8/14	Nicaragua		452.00						452.00
	8/14	8/18	Colombia		1,100.00						1,100.00
Commercial Airfare							2,897.28				2,897.28
Hon. David L. Hobson	8/24	8/30	France		2,652.00		(³)				2,652.00
							(³)		303.00		303.00
Hon. Jon Murtha	8/24	8/30	France		2,652.00		(³)				2,652.00
									303.00		303.00
Kevin Roper	8/24	8/24	France		392.00						392.00
Commercial Airfare							2,997.54				2,997.54
Hon. David Obey	8/26	8/31	France		442.00		(³)				442.00
David Morrison	8/24	8/30	France		2,652.00		(³)				2,652.00
									303.00		303.00
Michael Stephens	8/24	8/31	France		442.00		(³)				442.00
James W. Dyer	8/3	8/4	Austria		248.00						248.00
	8/4	8/5	Albania		205.00						205.00
	8/5	8/6	Italy		420.00						420.00
	8/6	8/8	Spain		318.00						318.00
Commercial Airfare							7,702.98				7,702.98
Leslie Albright	8/3	8/4	Austria		248.00						248.00
	8/4	8/5	Albania		205.00						205.00
	8/5	8/6	Italy		420.00						420.00
	8/6	8/8	Spain		318.00						318.00
Commercial Airfare							7,758.95				7,758.95
Christine R. Kojac	8/18	8/20	France		1,050.00						1,050.00
	8/20	8/21	Algeria		256.00						256.00
	8/21	8/22	Spain		0.00						0.00
	8/22	8/23	Morocco		882.00						882.00
	8/23	8/24	W. Sahara		0.00						0.00

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004—
Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
	8/24	8/26	Morocco		0.00						0.00
	8/26	8/29	Tunisia		450.00						450.00
	8/29	8/31	Libya		692.00						692.00
	8/31	9/1	Malta		251.00						251.00
Commercial Airfare									129.00		129.00
Jennifer Miller							9,524.99				9,524.99
	8/18	8/20	France		1,050.00						1,050.00
	8/20	8/21	Algeria		256.00						256.00
	8/21	8/22	Spain		0.00						0.00
	8/22	8/23	Morocco		882.00						882.00
	8/23	8/24	W. Sahara		0.00						0.00
	8/24	8/26	Morocco		0.00						0.00
	8/26	8/29	Tunisia		450.00						450.00
	8/29	8/31	Libya		692.00						692.00
	8/31	9/1	Malta		251.00						251.00
Commercial Airfare									129.00		129.00
Sarah Young							9,524.99				9,524.99
	8/21	8/25	Germany		1,000.00						1,000.00
	8/25	8/29	Italy		1,000.00						1,000.00
	8/30	9/1	Spain		1,000.00						1,000.00
Commercial Airfare									5,796.93		5,796.93
Train							40.00				40.00
Robert Blair	8/21	8/26	Sudan		1,340.00						1,340.00
	8/26	8/26	Kenya		135.00						135.00
	8/27	9/1	Chad		769.00						769.00
Commercial Airfare									138.00		138.00
Hon. Jim Kolbe							8,973.72				8,973.72
	9/16	9/19	Sudan		912.00						912.00
	9/19	9/21	Egypt		434.00						434.00
Commercial Airfare									7,748.27		7,748.27
Hon. Jessie Jackson, Jr.											912.00
	9/16	9/19	Sudan		912.00						912.00
	9/19	9/21	Egypt		434.00						434.00
Commercial Airfare									7,748.27		7,748.27
Robert Blair											912.00
	9/16	9/19	Sudan		912.00						912.00
	9/19	9/21	Egypt		434.00						434.00
Commercial Airfare									7,748.27		7,748.27
John Shank											650.00
	9/18	9/21	Egypt		650.00						650.00
Commercial Airfare									5,929.27		5,929.27
Hon. Ernest J. Istook, Jr.											714.00
	9/24	9/27	Jordan		714.00				(³)		714.00
	9/27	9/28	France		176.00				(³)		176.00
Committee total					67,698.65		161,606.13		1,578.72		230,883.50

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

(³) Military air transportation.

C.W. BILL YOUNG, Chairman, Oct. 26, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, OFFICE OF SURVEYS AND INVESTIGATIONS, HOUSE OF REPRESENTATIVES, EXPENDED
BETWEEN JULY 1 AND SEPT. 30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Jack G. Downing	9/1	9/5	China		850.50		7,766.42		431.82		9,048.74
	9/5	9/7	China		658.00						658.00
	9/7	9/9	Thailand		318.50						318.50
	9/9	9/10	Thailand		169.50						169.50
	9/11	9/11	Japan		140.50						140.50
Steve Nixon	9/1	9/5	China		850.50		7,766.42		278.62		8,895.54
	9/5	9/7	China		658.00						658.00
	9/7	9/9	Thailand		318.50						318.50
	9/9	9/10	Thailand		169.50						169.50
	9/11	9/11	Japan		210.75						210.75
Charles J. Semich	9/1	9/5	China		850.50		7,766.42		293.70		8,910.62
	9/5	9/7	China		658.00						658.00
	9/7	9/9	Thailand		318.50						318.50
	9/9	9/10	Thailand		169.50						169.50
	9/11	9/11	Japan		210.75						210.75
L. Michael Welch	9/1	9/5	China		850.50		6,581.75		227.53		7,659.78
	9/5	9/7	China		740.25						740.25
Committee total					8,142.25		29,881.01		1,231.67		39,254.93

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

BILL YOUNG.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON EDUCATION AND THE WORKFORCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT.
30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Tom Osborne	09/23	09/28	Iraq, Jordan & France		890.00		(³)		NA		890.00
Committee total					890.00						890.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

JOHN A. BOEHNER, Chairman, Nov. 23, 2004.

March 10, 2005

CONGRESSIONAL RECORD—HOUSE

H1359

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, SELECT COMMITTEE ON HOMELAND SECURITY, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Jennifer Dunn	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Hon. Frank Lucas	8/6	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Hon. Carolyn McCarthy	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Tom DiLenge	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Deron McElroy	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Julie Sund	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Carla Buckner	8/3	8/6	London, United Kingdom		1,828.00		(³)				3,975.00
	8/6	8/7	Belfast, United Kingdom		746.00		(³)				
	8/7	8/9	Ireland		1,401.00		(³)				
Committee total					27,825.00						27,825.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

CHRISTOPHER COX, Chairman, Nov. 1, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON SMALL BUSINESS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 1 AND SEPT. 30, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Rich Beutel	07/24	08/01	China				7,221.00	(³) 460.00	1,756.00		8,977.00
Tom Bezas	07/24	08/01	China				6,676.00	(³) 217.00	2,382.00		9,058.00
Phil Eskeland	07/24	08/01	China				7,221.00	(³) 605.00	1,585.00		8,806.00
Bradley Knox	07/24	08/01	China				7,221.00	(³) 617.00	1,496.00		8,717.00
Tom Loo	07/24	08/01	China				7,221.00	(³) 475.00	1,834.00		9,055.00
Matthew Szymanski	07/24	08/01	China				7,221.00	(³) 460.00	1,717.00		8,938.00
W. Patrick Wilson	07/24	08/01	China				7,221.00	(³) 497.00	1,746.00		8,967.00
Committee total							50,002.00	3,331.00	12,516.00		62,538.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Returned.

DONALD A. MANZULLO, Chairman, Jan. 7, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON AGRICULTURE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Ed Case	11/29	12/9	Hong Kong		1,137.00		(³)				1,137.00
Committee total					1,137.00						1,137.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

BOB GOODLATTE, Chairman, Jan. 26, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. John E. Sweeney	10/18	10/19	Jordan		259.10		(³)				259.10
	10/19	10/19	Iraq				(³)				
	10/19	10/20	Jordan		360.00		(³)				360.00
	10/20	10/21	France		238.00		(³)				238.00
Rodney Bent	10/24	10/28	Jordan		752.00						752.00
							4 6,975.00				6,975.00
Elizabeth Dawson	10/22	10/26	United Kingdom		1,828.00						1,828.00
	10/26	10/28	The Netherlands		774.00						774.00
	10/28	10/31	Belgium		1,131.00						1,131.00
							5 6,450.99				6,450.99
Chester Lee Turner III	10/22	10/26	United Kingdom		1,828.00						1,828.00
	10/26	10/28	The Netherlands		774.00						774.00
	10/28	10/31	Belgium		1,131.00						1,131.00
							5 6,450.99				6,450.99
James W. Dyer	10/26	10/28	Switzerland		866.00						866.00
	10/28	10/29	France		884.00						884.00
							5 6,158.37				6,158.37
John Shank	10/26	10/28	Switzerland		866.00						866.00
	10/28	10/29	France		442.00						442.00
							5 6,158.37				6,158.37
Loretta Beaumont	10/28	11/01	Mexico		1,150.00						1,150.00
							4 1,138.63				1,138.63

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004—

Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Beverly Aimaro Pheto	11/07	11/09	United Kingdom		914.00						914.00
	11/09	11/11	Italy		864.00						864.00
	11/11	11/12	Poland		333.00						333.00
	11/12	11/12	Netherlands								
	11/12	11/13	Ireland		327.00						327.00
Leslie Albright	11/8	11/10	United Kingdom		507.00		\$ 6,225.37				6,225.37
	11/11	11/14	Morocco		263.00						263.00
							\$ 8,165.73				8,165.73
Sarah Young	10/19	10/20	Italy		487.00						487.00
	10/20	10/24	Egypt		1,025.00						1,025.00
	10/24	10/28	Kenya		1,231.00						1,231.00
							\$ 6,811.00				6,811.00
Dale Oak	10/19	10/20	Italy		487.00						487.00
	10/20	10/24	Egypt		1,025.00						1,025.00
	10/24	10/28	Kenya		1,231.00						1,231.00
							\$ 6,811.00				6,811.00
Richard E. Efford	11/06	11/10	Austria		1,356.00						1,356.00
John Blazey II	11/06	11/10	Austria		1,356.00		\$ 5,916.21				5,916.21
											1,356.00
Leigha Shaw	11/06	11/10	Austria		1,356.00						1,356.00
							\$ 5,916.21				5,916.21
Paul Terry	11/18	11/23	Korea		1,308.00						1,308.00
							\$ 4,303.85				4,303.85
Hon. David Hobson	11/23	11/25	Austria		979.00		(³)				979.00
	11/25	11/25	Kosovo		(³)						
	11/25	11/27	Austria		1,468.50		(³)				1,468.50
	11/27	11/27	Greece		(³)						
	11/27	11/28	Austria		489.50		(³)				489.50
Hon. Peter Visclosky	11/23	11/25	Austria		979.00		(³)				979.00
	11/25	11/25	Kosovo		(³)						
	11/25	11/27	Austria		1,468.50		(³)				1,468.50
	11/27	11/27	Greece		(³)						
	11/27	11/28	Austria		489.50		(³)				489.50
Scott Burnison	11/23	11/25	Austria		736.67		(³)				736.67
	11/25	11/25	Kosovo		(³)						
	11/25	11/27	Austria		1,104.99		(³)				1,104.99
	11/27	11/27	Greece		(³)						
	11/27	11/28	Austria		368.34		(³)				368.34
John Blazey II	11/23	11/25	Austria		736.67		(³)				736.67
	11/25	11/25	Kosovo		(³)						
	11/25	11/27	Austria		1,104.99		(³)				1,104.99
	11/27	11/27	Greece		(³)						
	11/27	11/28	Austria		368.34		(³)				368.34
Debbie Weatherly	11/23	11/25	Austria		736.67		(³)				736.67
	11/25	11/25	Kosovo		(³)						
	11/25	11/27	Austria		1,104.99		(³)				1,104.99
	11/27	11/27	Greece		(³)						
	11/27	11/28	Austria		368.34		(³)				368.34
Jeff Ashford	11/07	11/09	United Kingdom		914.00						914.00
	11/09	11/11	Italy		864.00						864.00
	11/11	11/12	Poland		333.00						333.00
	11/12	11/12	Ireland		327.00						327.00
							\$ 6,288.37				6,288.37
Hon. C.W. Bill Young	11/06	11/10	Italy		808.00		(³)				808.00
	11/10	11/11	Spain		134.00		(³)				134.00
							(³)				
David Jolly	11/06	11/10	Italy		808.00						808.00
	11/10	11/11	Spain		134.00						134.00
							(³)				
Douglas Gregory	11/06	11/10	Italy		808.00		(³)				808.00
	11/10	11/11	Spain		134.00		(³)				134.00
James W. Dyer	11/05	11/06	United Arab Emirates		258.00		(³)				258.00
	11/06	11/07	Iraq		61.00		(³)				61.00
	11/07	11/08	Kuwait		394.00		(³)				394.00
	11/08	11/09	Pakistan		263.00		(³)				263.00
	11/09	11/10	Afghanistan		90.00		(³)				90.00
	11/10	11/11	Germany		369.00		(³)				369.00
Stephaanie Gupta	12/12	12/15	Spain		1,046.00		(³)				1,046.00
	12/15	12/17	United Kingdom		881.50						881.50
							\$ 5,528.00				5,528.00
Jeff Ashford	12/12	12/15	Spain		1,046.00						1,046.00
	12/15	12/18	United Kingdom		1,288.50						1,288.50
							\$ 5,567.00				5,567.00
Tom McLemore	12/12	12/15	Spain		1,046.00						1,046.00
	12/15	12/18	United Kingdom		1,288.50						1,288.50
							\$ 5,564.00				5,564.00
Hon. Jim Kolbe	12/19	12/20	Iceland		128.00		(³)				128.00
	12/21	12/22	Afghanistan		90.00		(³)				90.00
	12/22	12/25	Jordan		762.00		(³)				762.00
	12/25	12/27	Ukraine		509.00		(³)				509.00
Hon. Charles Taylor	12/19	12/20	Iceland		128.00		(³)				128.00
	12/21	12/22	Afghanistan		90.00		(³)				90.00
	12/22	12/25	Jordan		762.00		(³)				762.00
	12/25	12/27	Ukraine		509.00		(³)				509.00
John G. Shank	12/19	12/20	Iceland		128.00						128.00
	12/21	12/22	Afghanistan		90.00						90.00
	12/22	12/23	Jordan		254.00						254.00
							\$ 2,888.92				2,888.92
Hon. Jessie Jackson	12/01	12/04	China		1,137.00		(³)				1,137.00
Carol Murphy	12/01	12/05	Japan		1,327.00						1,327.00
	12/06	12/08	Guam		475.62						475.62
	12/08	12/12	Korea		1,164.00						1,164.00
									16.00		16.00
							\$ 8,263.55				8,263.55
Walter Hearne	12/01	12/05	Japan		1,327.00						1,327.00
	12/06	12/08	Guam		624.43						624.43
	12/08	12/12	Korea		1,164.00						1,164.00
							\$ 8,263.55				8,263.55
Robert Bonner	12/13	12/15	Spain		867.50						867.50
	12/15	12/18	United Kingdom		1,221.00						1,221.00
									8.00		8.00
							\$ 5,496.00				5,496.00
Hon. Maurice Hinchey	12/16	12/18	Austria		642.00		(³)				642.00

March 10, 2005

CONGRESSIONAL RECORD—HOUSE

H1361

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004—
Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Marcy Kaptur	12/18	12/20	Ukraine		599.50		(³)				599.50
	12/20	12/21	Ireland		486.00		(³)				486.00
	12/16	12/18	Austria		642.00		(³)				642.00
	12/18	12/20	Ukraine		599.50		(³)				599.50
	12/20	12/21	Ireland		486.00		(³)				486.00
Committee total					69,365.15		131,257.32		24.00		200,646.47

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.³ Military air transportation.⁴ Commercial air transportation.⁵ Commercial air & rail transportation.

JERRY LEWIS, Chairman, Jan. 31, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON APPROPRIATIONS, OFFICE OF SURVEYS AND INVESTIGATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²

HOUSE COMMITTEES

Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

JERRY LEWIS, Chairman, Jan. 31, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON ARMED SERVICES, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Visit to Ireland, Iraq, Jordan and France, October 18–21, 2004:											
Hon. John M. McHugh	10/18	10/19	Ireland		309.80						309.80
	10/19	10/19	Iraq								
	10/19	10/20	Jordan		238.00						238.00
	10/20	10/21	France		238.00						238.00
Hon. Rick Larsen	10/18	10/19	Ireland		309.80						309.80
	10/19	10/19	Iraq								
	10/19	10/20	Jordan		238.00						238.00
	10/20	10/21	France		238.00						238.00
Hon. John D. Chapla	10/18	10/19	Ireland		309.80						309.80
	10/19	10/19	Iraq								
	10/19	10/20	Jordan		238.00						238.00
	10/20	10/21	France		238.00						238.00
Mr. Jeffrey A. Green	10/18	10/19	Ireland		309.80						309.80
	10/19	10/19	Iraq								
	10/19	10/20	Jordan		238.00						238.00
	10/20	10/21	France		238.00						238.00
Mr. Paul Arcangeli	10/18	10/19	Ireland		309.80						309.80
	10/19	10/19	Iraq								
	10/19	10/20	Jordan		238.00						238.00
	10/20	10/21	France		238.00						238.00
Visit to the United Kingdom, November 2–6, 2004:											
Hon. Curt Weldon	11/3	11/5	United Kingdom		914.00						914.00
Commercial airfare							3,602.26				3,602.26
Visit to Cuba, November 23, 2004:											
Mr. Hugh N. Johnston, Jr.	11/23	11/23	Cuba		5.13						5.13
Mr. Eric R. Sterner	11/23	11/23	Cuba		5.13						5.13
Mr. Jeffrey A. Green	11/23	11/23	Cuba		5.13						5.13
Ms. Erin C. Conaton	11/23	11/23	Cuba		5.13						5.13
Visit to Austria, Kosovo and Greece with Codel Hobson, November 23–28, 2004:											
Hon. Mike Turner	11/23	11/28	Austria		2,351.00						2,351.00
	11/25	11/25	Kosovo								
	11/27	11/27	Greece								
Visit to Belgium and Luxembourg, December 15–19, 2004:											
Hon. Joe Wilson	12/16	12/16	Belgium								
	12/16	12/19	Luxembourg		1,457.39						1,457.39
	12/17	12/17	Belgian								
	12/17	12/17	Germany								
	12/18	12/18	Belgium								
	12/19	12/19	Belgium								
Commercial transportation							5,905.55				5,905.55
Hon. Mike McIntyre	12/13	12/16	Belgium								
	12/16	12/19	Luxembourg		1,457.39						1,457.39
	12/17	12/17	Germany								
	12/17	12/17	Belgium								
	12/18	12/18	Belgium								
	12/19	12/19	Belgium								
Commercial transportation							5,905.55				5,905.55
Hon. Madeleine Bordallo	12/16	12/16	Belgium								
	12/16	12/19	Luxembourg		1,457.39						1,457.39
	12/17	12/17	Germany								
	12/17	12/17	Belgium								
	12/18	12/18	Belgium								
	12/19	12/19	Belgium								
Commercial transportation							5,905.55				5,905.55
Mr. Robert S. Rangel	12/16	12/16	Belgium								
	12/16	12/19	Luxembourg		1,457.39						1,457.39
	12/17	12/17	Germany								
	12/17	12/17	Belgium								

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON ARMED SERVICES, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004—
Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Commercial transportation Mr. Henry J. Schweiter	12/18	12/18	Belgium								
	12/19	12/19	Belgium								
	12/16	12/16	Belgium					5,905.55			5,905.55
	12/16	12/19	Luxembourg		1,457.39						1,457.39
	12/17	12/17	Germany								
Commercial transportation Delegation Expenses	12/17	12/17	Belgium								
	12/18	12/18	Belgium								
	12/19	12/19	Belgium					5,905.55			5,905.55
	12/16	12/19	Luxembourg					3,633.00	12,446.18		16,079.18
	12/16	12/18	Austria		642.00						642.00
Visit to Austria, the Ukraine and Ireland with Codel Rohrabacher, December 16–21, 2004: Hon. Roscoe G. Bartlett	12/18	12/20	Ukraine		599.50						599.50
	12/20	12/21	Ireland		486.00						486.00
	12/19	12/19	Belgium								
Visit to Uzbekistan, Afghanistan, Jordan, Iraq, and the Ukraine with Codel Kolbe, December 19–27, 2004: Hon. Susan Davis	12/19	12/20	Iceland		128.00						128.00
	12/21	12/22	Afghanistan		90.00						90.00
	12/22	12/25	Jordan		762.00						762.00
	12/24	12/24	Iraq								
	12/25	12/25	Iraq								
Hon. Loretta Sanchez	12/25	12/27	Ukraine		509.00						509.00
	12/19	12/20	Iceland		128.00						128.00
	12/21	12/22	Afghanistan		90.00						90.00
	12/22	12/25	Jordan		762.00						762.00
								2,408.63			2,408.63
Committee total					18,697.97		39,171.64		12,446.18		70,315.79

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

DUNCAN HUNTER, Chairman, Jan. 28, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON BUDGET, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
HOUSE COMMITTEES											
Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return. ☒											

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

JIM NUSSLE, Chairman, Jan. 12, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON ENERGY AND COMMERCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN SEPT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Joe Barton	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Hon. Fred Upton	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Hon. George Radanovich	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Bud Albright	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Mark Menezes	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Mark Paoletta	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Ryan Thompson	9/17	9/20	Kuwait		1,182.00						1,182.00
	9/20	9/21	Germany		253.00						253.00
Committee total					9,792.00						9,792.00

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

JOE BARTON, Chairman, Oct. 20, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON FINANCIAL SERVICES, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
HOUSE COMMITTEES											
Please Note: If there were no expenditures during the calendar quarter noted above, please check the box at right to so indicate and return.☒											

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

MICHAEL G. OXLEY, Chairman, Jan. 27, 2005.

March 10, 2005

CONGRESSIONAL RECORD—HOUSE

H1363

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON GOVERNMENT REFORM, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Marc Wheat	12/25	12/28	Bogota		675.00		2,149.04				
	12/28	12/29	Venezuela		233.00						
Nicholas Coleman	12/25	10/28	Bogota		675.00		1,959.50				
Margaret Schulte	11/8	11/12	United Kingdom		1,283.00		6,082.26				
Anne Marie Turner	11/8	11/12	United Kingdom		1,255.00		6,082.26				
Tom Davis	11/8	11/12	United Kingdom		2,160.00		4,166.32				
Joshua Sharfstein	11/8	11/12	United Kingdom		1,558.83		6,081.91				
Naomi Seller	11/8	11/12	United Kingdom		1,558.83		6,081.91				
Jaime Hjort	12/1	12/5	France		1,100.00		6,197.06				
Marsha Blackburn	11/19	11/20	London		729.00		8,375.56				
	11/20	11/23	Pakistan		526.00						
Alexandria Teltz	12/11	12/16	Argentina		1,540.00		8,444.00				
Greg Dotson	12/11	12/21	Argentina		1,540.00		6,633.00				
Dennia Kucinish	12/16	12/17	Argentina		350.00		5,809.00				
Committee total					11,753.66		47,175.82				83,245.48

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

TOM DAVIS, Chairman, Jan. 27, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, SELECT COMMITTEE ON HOMELAND SECURITY, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Sheila Jackson Lee	10/11	10/12	Qatar		327.00		(³)				338.00
	10/12	10/13	Iraq		61.00		(³)				
Brian White	12/5	12/7	UK		914		⁴ 6517.34				9,384.34
	12/7	12/8	Netherlands		417.00						
	12/8	12/11	France		1,386.00			⁵ 120.00			
Allen Thompson	12/6	12/7	UK		914		⁴ 65,17.34				9,654.34
	12/7	12/8	Netherlands		417.00						
	12/8	12/11	France	1,386.00			⁵ 120.00				
Cong. Curt Weldon	12/13	12/15	Serbia and Montenegro		861.00		6,344.15				7,205.15
Committee total					6,683.00		19,618.33				26,301.83

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

⁴ Commercial air transportation—round trip.

⁵ Train.

CHRISTOPHER COX, Chairman, Jan. 25, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON HOUSE ADMINISTRATION, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Ney	12/9/	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Chris Otililio	12/09	12/10	Lebanon		486.00				76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Chris Krueger	12/09	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Brian Walsh	12/09	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
George Shevlin	12/09	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Tom Hicks	12/09	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Beth Bellizzi	12/09	12/10	Lebanon		486.00				76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Connie Goode	12/09	12/10	Lebanon		486.00		7,050.00		76.50		9,308.50
	12/11	12/13	Turkey		828.00						
	12/14	12/17	Egypt		868.00						
Committee total											

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

ROBERT W. NEY, Chairman, Jan. 24, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, SELECT COMMITTEE ON INTELLIGENCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 6 AND SEPT. 4, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Patrick Murray	7/06	7/08	Europe		998.70						
	7/09	7/09	Europe		457.00						
	7/08	7/10	Europe		762.00						
							⁴ 8,168.24				

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, SELECT COMMITTEE ON INTELLIGENCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN JULY 6 AND SEPT. 4, 2004—
Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Joseph Jakub	7/06	7/08	Europe		998.70						
Dave Barth	8/31	9/01	South Africa		237.00		4,6724.74				
	8/31	9/01	South Africa		293.00						
	9/01	9/04	Europe		850.00						
Hon. Collin Peterson	8/26	8/30	South America		1,280.00		4,8567.67				
							4,738.00				
Hon. Robert E. (Bud) Cramer	8/07	8/09	Australia		612.00						
	18/09	8/14	Australia		3,046.00						
	8/14	8/18	Asia		1,460.00						
	8/18	8/20	Asia		515.00						
	8/21	8/22	Asia		332.00						
	8/22	8/23	Europe		560.00		(³)				
Hon. Jane Harman	9/16	9/17	South America		308.00						
Hon. Rush Holt	8/08	8/10	Middle East		476.00						
	8/10	8/12	Middle East		678.00						
	8/12	8/13	Middle East								
	8/13	8/14	Middle East		268.00						
	8/14	8/15	Europe		380.00		(³)				
											42,708.65
Committee total											

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air Transportation.

⁴ Commercial air transportation.

PETER HOEKSTRA, Chairman, Nov. 29, 2004.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON INTERNATIONAL RELATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 1, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
David Abramowitz	12/9	12/10	Pakistan		596.46						596.46
	12/10	12/12	Afghanistan		56.00						56.00
	12/12	12/13	Uzbekistan		168.00						168.00
	12/13	12/14	Germany		302.00						302.00
	12/9	12/14					4,8129.76				8,129.76
Hon. Gary Ackerman	11/7	11/9	Egypt		434.00				5,766.25		1,200.25
	11/9	11/10	Syria		256.00						256.00
	11/10	11/11	Jordan		238.00						238.00
	11/11	11/15	Israel		1,356.00						1,356.00
	11/7	11/15					4,9024.69				9,024.69
David Adams	12/17	11/9	Egypt		434.00						434.00
	11/9	11/10	Syria		256.00						256.00
	11/10	11/11	Jordan		238.00						238.00
	11/11	11/15	Israel		1,356.00						1,356.00
	11/7	11/15					4,4889.19				4,889.19
Lara Alameh	11/7	11/9	Egypt		434.00						434.00
	11/9	11/10	Syria		256.00						256.00
	11/10	11/11	Jordan		238.00						238.00
	11/11	11/15	Israel		1,695.00						1,695.00
	11/7	11/15					4,8973.24				8,973.24
Douglas Anderson	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
Hon. Cass Ballenger	10/25	10/28	Colombia		318.00						318.00
	10/28	10/29	Venezuela		283.00						283.00
	10/25	10/29					4,2281.04				2,281.04
Ted Brennan	10/25	10/28	Columbia		475.00						475.00
	10/28	10/29	Venezuela		233.00						233.00
	10/25	10/29					4,2360.04				2,360.04
Hon. Steven Chabot	12/9	12/11	Taiwan		545.00						545.00
	12/11	12/12	Cambodia		203.00						203.00
	12/12	12/17	Vietnam		935.00						935.00
	12/9	12/17					4,8578.67				8,578.67
Joan Condon	11/7	11/8	Italy		487.00						487.00
	11/8	11/10	Libya		1,038.00						1,038.00
	11/7	11/10					4,7104.10				7,104.10
	12/2	12/8	Kenya		1,173.00		9,072.18				10,245.18
Jeffrey Cox	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
Ted Dagne	12/8	12/10	Chad		590.00						590.00
	12/10	12/13	Ethiopia		756.00						756.00
	12/13	12/15	Kenya		590.00						590.00
	12/8	12/15					4,11370.84				11,370.84
Hon. Eni Faleomavaega	11/23	11/26	New Zealand		978.80		8,165.25		4,89.51		9,233.56
	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
	12/7	12/12	French Polynesia				5,813.10				5,813.10
Jim Farr	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
David Fite	10/27	10/31	France		1,358.00		6,179.60				7,537.60
Hon. Jeff Flake	12/9	12/10	Pakistan		777.00						777.00
	12/10	12/12	Afghanistan		90.00						90.00
	12/12	12/13	Uzbekistan		228.00						228.00
	12/9	12/13					4,8177.88				8,177.88
Gregg Galivn	12/8	12/10	Chad		590.00						590.00
	12/10	12/13	Ethiopia		500.00						500.00
	12/13	12/15	Kenya		534.00						534.00
	12/8	12/15					4,9509.84				9,509.84
Kirsti Garlock	12/2	12/7	Kenya		1,173.00		9,072.88				10,245.88
Kristen Gilley	12/2	12/7	Kenya		438.00		9,072.88				9,510.18
Dennis Halpin	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
Hon. Henry Hyde	12/1	12/4	Hong Kong SAR		1,137.00		(³)				1,137.00
Jonathan Katz	11/30	12/2	Serbia		525.00		5,817.51				6,342.51
David Killion	11/30	12/1	Germany		359.00						359.00

March 10, 2005

CONGRESSIONAL RECORD—HOUSE

H1365

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON INTERNATIONAL RELATIONS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 1, 2004—Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
	12/1	12/3	United Kingdom		814.00						814.00
Kay King	11/30	12/3					4,620.01				6,200.01
Hon. Peter King	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
	10/18	10/19	Ireland		157.00						157.00
	10/19	10/20	Jordan		360.00						360.00
Robert King	10/20	10/21	France		65.00		(?)				65.00
	11/5	11/7	Italy		1,461.00						1,461.00
	11/8	11/11	Libya		1,384.00						1,384.00
	11/5	11/11					4,3773.85				3,773.85
Sheila Klein	12/1	12/4	Hong Kong SAR		530.79		(?)				530.79
Hon. Thomas Lantos	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
	11/5	11/7	Italy		630.00						630.00
	11/7	11/10	Libya		1,038.00						1,038.00
	11/5	11/13	Hungary		366.00						366.00
Caleb McCarr	10/25	10/28	Colombia		575.00						575.00
	10/28	10/29	Venezuela		248.00						248.00
	10/25	10/29					4,2360.04				2,360.04
James McCormick	12/1	12/5	Colombia		112.00		2,671.50				2,783.50
	10/25	10/25	Nepal		65.00						65.00
	10/25	10/27	India		464.00						464.00
	10/27	10/28	Sri Lanka		226.00						226.00
	10/29	10/31	Thailand		464.00						464.00
Hon. Thaddeus McCotter	10/25	10/31					4,7642.12				7,642.12
	10/18	10/19	Ireland		157.00						157.00
	10/19	10/20	Jordan		360.00						360.00
John Mackey	10/20	10/21	France		65.00		(?)				65.00
	10/17	10/21	Peru		748.00						748.00
	10/21	10/27	Colombia		1,050.00						1,050.00
	10/17	10/27					4,3111.50				3,111.50
Alan Makovsky	12/1	12/5	Colombia		700.00		2,339.50				2,339.50
	11/5	11/7	Italy		1,461.00						1,461.00
	11/7	11/10	Libya		1,038.00						1,038.00
	11/10	11/13	Belgium		1,131.00						1,131.00
	11/5	11/13					4,7030.23				7,030.23
Thomas Mooney	12/1	12/4	Hong Kong SAR		1,137.00						1,137.00
Paul Sanz Oostburg	12/1	12/4	Colombia		470.00		2,249.50				2,719.50
Brenda Ortman	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
Hon. Donald Payne	12/8	12/10	Chad		590.00						590.00
	12/10	12/13	Ethiopia		756.00						756.00
	12/13	12/15	Kenya		590.00						590.00
	12/8	12/15					4,8810.34				8,810.34
	12/19	12/20	Iceland		128.00						128.00
	12/20	12/22	Afghanistan		90.00						90.00
	12/22	12/25	Jordan		762.00						762.00
	12/25	12/27	Ukraine		509.00		(?)				509.00
Hon. Mike Pence	12/25	12/27	Paraguay		777.00						777.00
	12/9	12/10	Pakistan		90.00						90.00
	12/10	12/12	Afghanistan		228.00						228.00
	12/12	12/13	Uzbekistan		382.00						382.00
	12/13	12/14	Germany				4,7730.32				7,730.32
Patrick Prisco	12/9	12/14					7,218.71				7,743.71
Gregg Rickman	11/30	12/2	Serbia		299.00						299.00
	11/30	12/1	Germany		814.00						814.00
	12/1	12/3	United Kingdom				4,6613.01				6,613.01
John Walker Roberts	11/30	12/3									
Hon. Dana Rohrabacher	12/9	12/16	Austria		963.00						963.00
	12/1	12/4	Hong Kong SAR		1,137.00						1,137.00
	12/16	12/18	Austria		642.00						642.00
	12/18	12/20	Ukraine		599.50						599.50
Jonathan Scharfen	12/20	12/21	Ireland		486.00		(?)				486.00
	12/9	12/10	Pakistan		677.00						677.00
	12/11	12/12	Afghanistan		40.00						40.00
	12/12	12/13	Uzbekistan		228.00						228.00
	12/13	12/14	Germany		332.00						332.00
	12/9	12/14					4,7730.00				7,730.00
Hon. Adam Schiff	12/17	12/18	Austria		321.00						321.00
	12/18	12/20	Ukraine		599.00						599.00
	12/20	12/21	Ireland		180.00		4,015.68				4,195.68
Doug Seay	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
	12/16	12/18	Austria		642.00						642.00
	12/18	12/20	Ukraine		599.50						599.50
	12/20	12/21	Ireland		486.00		(?)				486.00
Sam Stratman	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
Hon. Robert Wexler	11/30	12/2	Serbia		525.00		5,817.51				6,342.51
Judy Wolverton	12/1	12/4	Hong Kong SAR		1,137.00		(?)				1,137.00
Committee total					69,408.05		228,421.05		855.76		298,684.86

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.^(?) Military air transportation.⁴ Roundtrip airfare.⁵ Indicates delegation costs.

HENRY HYDE, Chairman, Jan. 28, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON RESOURCES, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Doug Crandall	10/1	10/3	Canada		600.00		692.78				1,292.78
Richard Pombo	10/10	10/15	Thailand		927.96		5,274.50		270.75		6,473.21
Todd Willens	10/7	10/17	Thailand		1,967.91		7,481.92				9,449.83
Kurt Christensen	12/12	12/19	Argentina		1,550.00		1,052.00				2,602.00
Committee totals					5,045.87		14,501.20		270.75		19,817.82

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

RICHARD POMBO, Chairman, Jan. 31, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON RULES, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Brad Smith	12/19	12/20	Iceland		128.00	(³)					128.00
	12/21	12/22	Afghanistan		90.00	(³)					90.00
	12/22	12/25	Jordan		762.00	(³)					762.00
	12/25	12/27	Ukraine		509.00	(³)					509.00
Committee total					1,489.00						1,489.00

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.³ Military air transportation.

DAVID DREIER, Chairman, Jan. 25, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON SCIENCE, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Mike Quear	12/1	12/4	France		1,110.00		2,040.41				3,150.41
Eric Webster	11/30	12/4	France		1,110.00		762.45				1,872.45
Kathryn Clay	12/9	12/18	Argentina		999.00		6,233.00				7,232.00
John Mimikaus	12/14	12/17	Argentina		922.80		5,176.00				6,098.80
Christal Sheppard	12/10	12/16	Argentina		308.00		6,633.00				6,941.00
Committee total					4,449.80		20,845.86				25,294.66

¹ Per diem constitutes lodging and meals.² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

SHERWOOD BOEHLERT, Chairman, Jan. 18, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON STANDARDS OF OFFICIAL CONDUCT, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²

HOUSE COMMITTEES

Please Note: If there were no expenditures during the quarter of the calendar year noted above, please check the box at right to indicate and return. ☐

JOEL HEFLEY, Chairman, Jan. 31, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON WAYS AND MEANS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 4 AND NOV. 27, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Bill Thomas	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Hon. Nancy Johnson	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Hon. Phil English	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Hon. Ron Lewis	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Hon. Michael McNulty	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/11	Cyprus				(³)				
Ms. Angela Ellard	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Ms. Mary Sue Englund	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Ms. Stephanie Henning	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Ms. Stephanie Lester	11/04	11/06	Tunisia		450.00		(³)				450.00
	11/06	11/08	Jordan		476.00		(³)				476.00
	11/08	11/09	Oman		290.00		(³)				290.00
	11/09	11/11	Egypt		595.50		(³)				595.50
	11/11	11/12	Cyprus				(³)				
Hon. Mark Foley	11/21	11/24	Czechoslovakia		918.00		5,699.80				6,617.80

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, COMMITTEE ON WAYS AND MEANS, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN NOV. 4 AND NOV. 27, 2004—
Continued

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²
Hon. Stephanie Tubbs-Jones	11/23	11/25	Austria		340.00		(?)				340.00
	11/25	11/25	Kosovo		170.00		(?)				170.00
	11/25	11/27	Austria		340.00		(?)				340.00
	11/27	11/27	Greece		170.00		(?)				170.00
Committee total					1,938.00		5,699.80				7,637.80

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

³ Military air transportation.

BILL THOMAS, Chairman, Jan. 28, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, JOINT COMMITTEE ON PRINTING, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN OCT. 1 AND DEC. 31 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²

HOUSE COMMITTEES

Please Note: If there were no expenditures during the quarter of the calendar year noted above, please check the box at right to indicate and return. ☐

ROBERT W. NEY, Chairman, Jan. 21, 2005.

REPORT OF EXPENDITURES FOR OFFICIAL FOREIGN TRAVEL, JOINT COMMITTEE ON TAXATION, HOUSE OF REPRESENTATIVES, EXPENDED BETWEEN Oct. 1 AND Dec. 31, 2004

Name of Member or employee	Date		Country	Per diem ¹		Transportation		Other purposes		Total	
	Arrival	Departure		Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²	Foreign currency	U.S. dollar equivalent or U.S. currency ²

HOUSE COMMITTEES

Please Note: If there were no expenditures during the quarter of the calendar year noted above, please check the box at right to indicate and return. ☐

¹ Per diem constitutes lodging and meals.

² If foreign currency is used, enter U.S. dollar equivalent; if U.S. currency is used, enter amount expended.

CHARLES E. GRASSLEY, Chairman, Jan. 16, 2005.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 8 of rule XII, executive communications were taken from the Speaker's table and referred as follows:

1119. A letter from the Principal Deputy Under Secretary for Personnel and Readiness, Department of Defense, transmitting authorization of Rear Admiral Terrance T. Etnyre, United States Navy, to wear the insignia of the grade of vice admiral in accordance with title 10, United States Code, section 777; to the Committee on Armed Services.

1120. A letter from the Principal Deputy Under Secretary for Personnel and Readiness, Department of Defense, transmitting authorization of Vice Admiral Robert F. Willard, United States Navy, to wear the insignia of the grade of admiral in accordance with title 10, United States Code, section 777; to the Committee on Armed Services.

1121. A letter from the Principal Deputy Under Secretary for Personnel and Readiness, Department of Defense, transmitting authorization of Major General Karl W. Eikenberry, United States Army, to wear the insignia of the grade of lieutenant general in accordance with title 10, United States Code, section 777; to the Committee on Armed Services.

1122. A letter from the Principal Deputy Under Secretary for Personnel and Readiness, Department of Defense, transmitting a letter on the approved retirement of Lieutenant General Thomas B. Goslin, Jr., United States Air Force, and his advancement to the grade of lieutenant general on the retired list; to the Committee on Armed Services.

1123. A letter from the Acting Under Secretary for Acquisition, Technology, and Logistics, Department of Defense, transmitting

a report on Future Combat System (FCS) information, pursuant to Public Law 108-375, section 211; to the Committee on Armed Services.

1124. A letter from the Secretary, Department of Commerce, transmitting the annual report for FY 2004 of the Department's Bureau of Industry and Security (BIS); to the Committee on International Relations.

1125. A letter from the Chief Scout Executive and President, Boy Scouts of America, transmitting the Boy Scouts of America's 2004 Report to the Nation, pursuant to 36 U.S.C. 28; to the Committee on the Judiciary.

1126. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Sabine-Neches Canal, Sabine River, Orange, TX [COTP Port Arthur-04-016] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1127. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Allegheny River Marker 0.0 to Mile Marker 0.4, Pittsburgh, PA. [COTP Pittsburgh-04-030] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1128. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; The Bridgewater Channel, Between London Bridge and the Lake Havasu State Park. [COTP San Diego 04-033] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1129. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Upper Mississippi River Mile 766.9 to Mile 767.1, Pepin, WI [COTP St. Louis-04-032] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1130. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Upper Mississippi River Mile 179.2 to Mile 180.0, St. Louis, MO [COTP St. Louis-04-041] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1131. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Upper Mississippi River Mile 179.2 to Mile 180.0, St. Louis, MO [COTP St. Louis-04-042] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1132. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Upper Mississippi River Mile 852.2 to Mile 852.8, Minneapolis, MN [COTP St. Louis-04-043] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1133. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Minnesota River Mile Marker 3.3 to Mile Marker 3.7, Minneapolis, MN [COTP St. Louis-04-046] (RIN: 1625-AA00) received February 10, 2005,

pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1134. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone Regulation; Tampa Bay, FL [COTP TAMPA 04-107] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1135. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone for Albert Whitted Air Show; Tampa Bay, FL [COTP Tampa 04-113] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1136. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone Regulation; Tampa Bay, FL [COTP TAMPA 04-117] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1137. A letter from the Chief, Regulations and Administrative Law, USCG, Department of Homeland Security, transmitting the Department's final rule — Safety Zone; Sabine River to Sabine-Neches Canal, Orange, TX [COTP Port Arthur-04-017] (RIN: 1625-AA00) received February 10, 2005, pursuant to 5 U.S.C. 801(a)(1)(A); to the Committee on Transportation and Infrastructure.

1138. A letter from the Principal Deputy Under Secretary for Policy, Department of Defense, transmitting a report on progress in Kosovo toward achieving militarily significant benchmarks during the period July 1 to December 31, 2004, pursuant to Public Law 106—398, section 1212(c); jointly to the Committees on Armed Services, International Relations, and Appropriations.

PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XII, public bills and resolutions were introduced and severally referred, as follows:

By Mr. WELLER (for himself and Mr. CARDIN):

H.R. 1212. A bill to amend the Internal Revenue Code of 1986 to provide tax credits for making energy efficiency improvements to existing homes and for constructing new energy efficient homes; to the Committee on Ways and Means.

By Mr. HYDE (for himself and Mr. BURTON of Indiana):

H.R. 1213. A bill to authorize appropriations for fiscal year 2006 for voluntary contributions on a grant basis to the Organization of American States (OAS) to establish a Center for Caribbean Basin Trade and to establish a skills-based training program for Caribbean Basin countries; to the Committee on International Relations.

By Mrs. MALONEY (for herself, Mr. SHAYS, Ms. WATSON, Mr. LANGEVIN, Mr. VAN HOLLEN, Mr. PALLONE, Ms. SLAUGHTER, Ms. LEE, Mr. McDERMOTT, Mr. TOWNS, Mr. GEORGE MILLER of California, Mr. DEFazio, Ms. SOLIS, Mr. WAXMAN, Mr. MICHAUD, Mr. BISHOP of New York, Ms. McCOLLUM of Minnesota, Mr. GUTIERREZ, Ms. WATERS, Mrs. DAVIS of California, Mr. NADLER, Mr. LANTOS, Mr. WEXLER, Mr. OWENS, Mr. PAYNE, Mr. FARR, Mr. PRICE of North Carolina, Mr. GRIJALVA, Ms. HARMAN,

Mr. ALLEN, Mr. ROTHMAN, Mrs. CAPPS, Mr. BERMAN, Mrs. MCCARTHY, Mr. BROWN of Ohio, Mr. WU, Ms. LINDA T. SANCHEZ of California, Mr. MEEKS of New York, Ms. WOOLSEY, Mr. MORAN of Virginia, Mr. PASCRELL, Mr. CROWLEY, and Ms. JACKSON-LEE of Texas):

H.R. 1214. A bill to require that the recommended national protocol for sexual assault medical forensic examinations include a recommendation that rape victims be offered information about emergency contraceptives to prevent pregnancy; to the Committee on the Judiciary.

By Mr. GINGREY (for himself, Mr. MARSHALL, Mr. EHLERS, Mr. BOEHLERT, Mr. FILNER, Mr. ROHRBACHER, Mr. McHUGH, Mr. HASTINGS of Washington, and Mr. SIMMONS):

H.R. 1215. A bill to provide for the implementation of a Green Chemistry Research and Development Program, and for other purposes; to the Committee on Science.

By Mr. ENGLISH of Pennsylvania (for himself, Mr. DAVIS of Alabama, Mr. BISHOP of Georgia, Mr. SOUDER, Mr. COBLE, Mr. VISCLOSKEY, Mr. HOLDEN, Mr. HAYES, Mr. ROHRBACHER, Mr. CASE, Mr. RYAN of Ohio, Mr. McHUGH, Mr. TAYLOR of Mississippi, Mr. KENNEDY of Minnesota, Mr. BARRETT of South Carolina, Mr. JONES of North Carolina, Mr. BERRY, Mr. DOYLE, Mr. REYNOLDS, Mr. DEFazio, Mr. STUPAK, Mr. LIPINSKI, Ms. HART, Mr. RUPPERSBERGER, Mr. BROWN of Ohio, Mr. BROWN of South Carolina, Mrs. CAPITO, Mr. MOLLOHAN, Mr. REGULA, Mr. NEY, and Mr. GERLACH):

H.R. 1216. A bill to amend title VII of the Tariff Act of 1930 to provide that the provisions relating to countervailing duties apply to nonmarket economy countries; to the Committee on Ways and Means.

By Mr. McGOVERN (for himself, Mr. NUSSE, Mr. OLVER, Mr. LAHOOD, Mr. SERRANO, Mr. PETRI, Mr. PAYNE, Mr. BOEHLERT, Mrs. LOWEY, Mr. PAUL, Mr. LANTOS, Ms. BALDWIN, Mr. FRANK of Massachusetts, Ms. WOOLSEY, Mr. KIND, Mr. GRIJALVA, Ms. SCHAKOWSKY, Mr. SANDERS, Mr. DELAHUNT, Mr. LYNCH, Mr. UDALL of New Mexico, Mrs. MALONEY, Mr. RUSH, Ms. LEE, Mr. OBERSTAR, Mr. McDERMOTT, Mr. HOLT, Mr. MOORE of Kansas, Ms. WATSON, Mr. DAVIS of Illinois, Mr. CONYERS, Mr. DEFazio, Mr. HINCHEY, Mr. DICKS, Mr. HINOJOSA, Mr. ENGEL, Mr. ABERCROMBIE, Mr. MARKEY, Mr. LARSON of Connecticut, Mr. WYNN, Mr. PALLONE, Mr. GUTIERREZ, Mr. LEWIS of Georgia, Mr. MEEHAN, Mr. ROTHMAN, Mr. EVANS, Mrs. MCCARTHY, Mr. ALLEN, Ms. WATERS, Ms. MCKINNEY, Mr. BLUMENAUER, Mr. FARR, Mr. McNULTY, Mr. CUMMINGS, Mrs. CAPPS, Ms. MOORE of Wisconsin, Mr. SABO, Ms. ZOE LOFGREN of California, Mr. PRICE of North Carolina, Mr. KUCINICH, Ms. SLAUGHTER, Mr. CLAY, Mr. VAN HOLLEN, Mr. DOGGETT, Ms. McCOLLUM of Minnesota, Mrs. JONES of Ohio, Mr. JACKSON of Illinois, Mr. WEINER, Mr. ISRAEL, Mr. GENE GREEN of Texas, Mr. NEAL of Massachusetts, Mr. JEFFERSON, Mr. COSTELLO, Mr. KILDEE, Mr. EMANUEL, Mrs. BIGGERT, Mr. GEORGE MILLER of California, Mr. UDALL of Colorado, and Ms. EDDIE BERNICE JOHNSON of Texas):

H.R. 1217. A bill to suspend the authority for the Western Hemisphere Institute for Security Cooperation (the successor institution to the United States Army School of the Americas) in the Department of Defense, and

for other purposes; to the Committee on Armed Services.

By Mr. McGOVERN (for himself, Mr. LANTOS, Mr. DOYLE, Mr. McDERMOTT, Mr. ETHERIDGE, Mr. PAYNE, Mr. SCHIFF, Mr. CONYERS, Mr. OWENS, Mrs. CAPPS, Ms. WATSON, Mr. SERRANO, Mrs. MALONEY, Mr. GEORGE MILLER of California, Ms. SOLIS, Ms. LEE, Mr. WOLF, Mr. PLATTS, and Mr. KIRK):

H.R. 1218. A bill to amend titles 23 and 49, United States Code, concerning length and weight limitations for vehicles operating on Federal-aid highways, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. GOODLATTE (for himself, Mr. NORWOOD, Mr. CARTER, Mr. TANCREDO, Mr. BARRETT of South Carolina, Mr. GALLEGLY, Mr. KING of Iowa, Mrs. JO ANN DAVIS of Virginia, Mr. SMITH of Texas, and Mr. GRAVES):

H.R. 1219. A bill to amend the Immigration and Nationality Act to eliminate the diversity immigrant program; to the Committee on the Judiciary.

By Mr. BUYER (for himself, Mr. EVANS, Mr. MILLER of Florida, and Ms. BERKLEY):

H.R. 1220. A bill to increase, effective as of December 1, 2005, the rates of disability compensation for veterans with service-connected disabilities and the rates of dependency and indemnity compensation for survivors of certain service-connected disabled veterans, and for other purposes; to the Committee on Veterans' Affairs.

By Mr. WELLER:

H.R. 1221. A bill to suspend temporarily the duty on certain rubber or plastic footwear; to the Committee on Ways and Means.

By Mrs. SCHAKOWSKY (for herself, Mrs. CHRISTENSEN, Mr. CONYERS, Ms. DELAUNO, Mr. FILNER, Mr. HINCHEY, Mr. HOLDEN, Mr. KUCINICH, Mrs. MCCARTHY, Mr. MORAN of Virginia, Mr. OBERSTAR, Mr. OWENS, Mr. RANGEL, Mr. STARK, Ms. WOOLSEY, and Ms. ROYBAL-ALLARD):

H.R. 1222. A bill to amend the Public Health Service Act to establish direct care registered nurse-to-patient staffing ratio requirements in hospitals, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. FOLEY (for himself, Mr. CRAMER, Mr. McNULTY, Mr. GENE GREEN of Texas, and Mr. KOLBE):

H.R. 1223. A bill to ensure that appropriate State social services officers have the authority to access certain Federal databases for the purpose of carrying out checks in cases of child abuse and neglect and cases of missing children, and for other purposes; to the Committee on the Judiciary.

By Mrs. KELLY (for herself, Mr. KANJORSKI, Ms. VELÁZQUEZ, Mrs. MALONEY, Mr. SHERMAN, Mr. HINOJOSA, and Mr. MANZULLO):

H.R. 1224. A bill to repeal the prohibition on the payment of interest on demand deposits, and for other purposes; to the Committee on Financial Services.

By Mr. CONYERS (for himself and Mr. SHAYS):

H.R. 1225. A bill to better manage the national instant criminal background check system and terrorism matches; to the Committee on the Judiciary.

By Mr. BACHUS (for himself, Mrs. MALONEY, Mr. OXLEY, Mr. FRANK of Massachusetts, Ms. PRYCE of Ohio,

Mr. BAKER, Ms. VELÁZQUEZ, Mr. CAPUANO, Mr. KANJORSKI, Mr. JONES of North Carolina, Mrs. BIGGERT, Mr. FITZPATRICK of Pennsylvania, Mr. GERLACH, Mr. GILLMOR, Mr. GUTTEREZ, Mr. FORD, Mr. LEACH, Mr. CASTLE, Mr. RYUN of Kansas, Mr. CROWLEY, Mr. PAUL, Mr. NEUGEBAUER, Mr. MANZULLO, Ms. GINNY BROWN-WAITE of Florida, and Mr. CLAY):

H.R. 1226. A bill to establish a mechanism for developing uniform United States positions on issues before the Basel Committee on Banking Supervision at the Bank for International Settlements, to require a review on the most recent recommendation of the Basel Committee for an accord on capital standards, and for other purposes; to the Committee on Financial Services.

By Mrs. BIGGERT (for herself, Ms. SLAUGHTER, Mr. NEY, Ms. ESHOO, Mr. NORWOOD, Mr. DINGELL, Mr. HYDE, Mr. GEORGE MILLER of California, Mrs. JOHNSON of Connecticut, Mr. RANGEL, Mr. GILLMOR, Mr. OWENS, Mrs. MYRICK, Mr. GORDON, Mr. FERGUSON, Mr. GENE GREEN of Texas, Mr. REGULA, Mr. STRICKLAND, Mr. WOLF, Mrs. CAPPS, Mr. WAMP, Mr. ALLEN, Mr. RAMSTAD, Mr. DAVIS of Florida, Ms. GRANGER, Mr. THOMPSON of California, Mr. PLATTS, Mr. LEWIS of Georgia, Mrs. JO ANN DAVIS of Virginia, Mr. BERRY, Mrs. CAPITO, Mr. VAN HOLLEN, Mr. SAXTON, Mr. MICHAUD, Mr. BOEHLERT, Mrs. MALONEY, Mr. SHAYS, and Mr. KIND):

H.R. 1227. A bill to prohibit discrimination on the basis of genetic information with respect to health insurance and employment; to the Committee on Education and the Workforce, and in addition to the Committees on Energy and Commerce, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. CONYERS:

H.R. 1228. A bill to amend title XVIII of the Social Security Act to reduce the work hours and increase the supervision of resident-physicians to ensure the safety of patients and resident-physicians themselves; to the Committee on Energy and Commerce, and in addition to the Committee on Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. BLUNT (for himself, Mr. COOPER, Mrs. BLACKBURN, Mr. CHABOT, Mr. DAVIS of Tennessee, Mr. DELAY, Mr. FORD, Mr. FRANKS of Arizona, Mr. GORDON, Mr. JONES of North Carolina, Mr. MATHESON, Mr. TANNER, Mr. WAMP, and Mr. WESTMORELAND):

H.R. 1229. A bill to amend chapter 111 of title 28, United States Code, to limit the duration of Federal consent decrees to which State and local governments are a party, and for other purposes; to the Committee on the Judiciary.

By Mr. BLUNT:

H.R. 1230. A bill to extend trade benefits to certain tents imported into the United States; to the Committee on Ways and Means.

By Mr. COLE of Oklahoma:

H.R. 1231. A bill to amend the Internal Revenue Code of 1986 to restore and make permanent the exclusion from gross income for amounts received under qualified group legal services plans and to repeal the limitation on the amount of the exclusion; to the Committee on Ways and Means.

By Mrs. CUBIN:

H.R. 1232. A bill to amend the Federal Land Policy and Management Act of 1976 to provide death and disability benefits for aerial firefighters who work on a contract basis for the Forest Service or an agency of the Department of the Interior and suffer death or disability in the line of duty, and for other purposes; to the Committee on Resources, and in addition to the Committees on Agriculture, and the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. LINCOLN DIAZ-BALART of Florida (for himself, Mr. WAXMAN, Mr. MARIO DIAZ-BALART of Florida, Ms. ROS-LEHTINEN, Ms. SOLIS, and Mr. RANGEL):

H.R. 1233. A bill to amend titles XIX and XXI of the Social Security Act to permit States the option of coverage of legal immigrants under the Medicaid Program and the State children's health insurance program (CHIP); to the Committee on Energy and Commerce, and in addition to the Committee on the Judiciary, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. DOGGETT (for himself, Mr. STARK, Mr. MCDERMOTT, Mr. LEWIS of Georgia, Mr. EMANUEL, Mr. ALLEN, Ms. BALDWIN, Ms. BERKLEY, Ms. BORDALLO, Mr. BROWN of Ohio, Ms. CARSON, Mr. DAVIS of Illinois, Ms. DELAURO, Mr. FATTAH, Mr. FILNER, Mr. GENE GREEN of Texas, Mr. GRIJALVA, Mr. KUCINICH, Ms. LEE, Mrs. MALONEY, Ms. NORTON, Mr. OWENS, Mr. RYAN of Ohio, Mr. SANDERS, Ms. SLAUGHTER, Ms. SOLIS, Mr. TIERNEY, Mrs. JONES of Ohio, Mr. WAXMAN, and Ms. WOOLSEY):

H.R. 1234. A bill to amend the Internal Revenue Code of 1986 to require greater transparency of corporate tax accounting measures, to facilitate analysis of financial statements, to permit inspection of true corporate tax liability and understand the tax strategies undertaken by corporations, to discourage abusive tax sheltering activities, and to restore investor confidence in publicly traded corporations; to the Committee on Ways and Means.

By Mr. FLAKE (for himself, Mr. BISHOP of Utah, Mr. CANNON, Mr. DUNCAN, Mrs. CUBIN, Mr. OTTER, Mrs. MUSGRAVE, Mr. SIMPSON, Mr. TANCREDO, and Mr. DOOLITTLE):

H.R. 1235. A bill to limit the authority of the Secretary of Agriculture and the Secretary of the Interior to acquire land located in a State in which 25 percent or more of all land in the State is already owned by the United States, and for other purposes; to the Committee on Resources.

By Mr. GIBBONS (for himself, Mr. PORTER, and Ms. BERKLEY):

H.R. 1236. A bill to designate the facility of the United States Postal Service located at 750 4th Street in Sparks, Nevada, as the "Mayor Tony Armstrong Memorial Post Office"; to the Committee on Government Reform.

By Ms. HART:

H.R. 1237. A bill to amend the Public Works and Economic Development Act of 1965 to provide assistance to communities for the redevelopment of brownfield sites; to the Committee on Transportation and Infrastructure, and in addition to the Committee on Financial Services, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. HASTINGS of Florida (for himself, Ms. SLAUGHTER, Mr. SANDERS, Mr. OWENS, Mr. STARK, Mr. CUMMINGS, Ms. WASSERMAN SCHULTZ, Mrs. CHRISTENSEN, Mr. LEWIS of Georgia, Mr. CONYERS, Ms. JACKSON-LEE of Texas, Mr. BUTTERFIELD, Mr. MEEK of Florida, Ms. NORTON, Mr. WEXLER, Mr. CLAY, Mr. MICHAUD, and Mr. PAYNE):

H.R. 1238. A bill to express the sense of the Congress with respect to the price and terms of credit used to pay large medical bills, to amend the Truth in Lending Act with respect to credit card issuers obligations for credit extended to pay medical expenses under certain circumstances, and for other purposes; to the Committee on Financial Services.

By Mr. HAYES:

H.R. 1239. A bill to require notice of exceptions applied by the Department of Defense to certain requirements to procure items made in the United States; to the Committee on Armed Services.

By Mr. HEFLEY (for himself and Mr. ALLEN):

H.R. 1240. A bill to establish a Federal Interagency Committee on Emergency Medical Services, and for other purposes; to the Committee on Energy and Commerce.

By Mr. HOEKSTRA (for himself, Mr. SOUDER, Mr. EHLERS, Mr. MCCOTTER, Mr. DICKS, Mr. GARY G. MILLER of California, Mr. CHABOT, Mr. MCHUGH, Mr. AKIN, Ms. VELÁZQUEZ, Mr. BAIRD, Mr. RUPPERSBERGER, Mr. LARSEN of Washington, Mr. DAVIS of Illinois, Mr. FRANKS of Arizona, Mr. KIND, Mr. MANZULLO, Mr. UPTON, Mr. KNOLLENBERG, Mr. ROGERS of Michigan, Mr. FORD, Mr. PLATTS, and Mr. CALVERT):

H.R. 1241. A bill to amend the Internal Revenue Code of 1986 to provide a shorter recovery period for the depreciation of certain systems installed in nonresidential buildings; to the Committee on Ways and Means.

By Mr. HOLT (for himself, Mr. WILSON of South Carolina, and Mr. EVANS):

H.R. 1242. A bill to establish the American Veterans Congressional Internship Program; to the Committee on House Administration.

By Mr. HOSTETTLER (for himself, Mr. JONES of North Carolina, Mr. SESSIONS, Mr. WICKER, Mr. DOOLITTLE, Mr. WAMP, Mr. BURGESS, Mr. GOODE, Mr. SOUDER, Mr. GINGREY, Mr. PENCE, Mr. BARRETT of South Carolina, Mr. HALL, Mr. WILSON of South Carolina, Mr. CANNON, Mr. ADERHOLT, Mr. BARTLETT of Maryland, Mr. BRADLEY of New Hampshire, Mr. MCHENRY, Mr. FOLEY, Mrs. CUBIN, Mr. CANTOR, Mrs. MUSGRAVE, Mr. WESTMORELAND, Mr. BURTON of Indiana, Mr. OTTER, Mr. LEWIS of Kentucky, Ms. GINNY BROWN-WAITE of Florida, Mr. SODREL, and Mr. ALEXANDER):

H.R. 1243. A bill to amend title 18 of the United States Code to provide for reciprocity in regard to the manner in which non-residents of a State may carry certain concealed firearms in that State; to the Committee on the Judiciary.

By Mr. ISRAEL:

H.R. 1244. A bill to amend title 10, United States Code, to provide health care coverage for spouses and children of members of the uniformed services on active duty through the Federal Employees Health Benefits program; to the Committee on Armed Services, and in addition to the Committee on Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. ISSA (for himself, Mr. LEVIN, Ms. GRANGER, Ms. DELAURO, Mrs.

BONO, Mr. CANTOR, Mr. WILSON of South Carolina, Ms. HARRIS, Mr. HALL, Mr. BURTON of Indiana, Mr. CUMMINGS, Mrs. DAVIS of California, Ms. HARMAN, Mr. DELAHUNT, Mr. EMANUEL, Mr. HINCHEY, Mr. HOLT, Mr. JEFFERSON, Mr. KILDEE, Mr. KUCINICH, Mr. LYNCH, Mrs. MCCARTHY, Mr. MCGOVERN, Mr. MCHUGH, Mr. MCINTYRE, Mr. McNULTY, Mr. MEEHAN, Mr. MORAN of Virginia, Mr. OLVER, Mr. PALLONE, Mr. PAYNE, Mr. PLATTS, Mr. TIERNEY, Mr. TOWNS, Mr. WOLF, Ms. WOOLSEY, Mr. CAPUANO, Mr. ALLEN, Mr. MEEKS of New York, Mr. ABERCROMBIE, Ms. SCHAKOWSKY, Mrs. CHRISTENSEN, Mr. CALVERT, Mr. VAN HOLLEN, Mr. MOORE of Kansas, Mr. LANTOS, Mr. DAVIS of Illinois, Mr. POMBO, Mr. GALLEGLY, Mr. LUCAS, Mr. LEWIS of California, Mr. BACHUS, Mr. CRAMER, Mr. MCCOTTER, Mr. LEWIS of Georgia, Mr. STARK, Mr. WAXMAN, Mr. GINGREY, Mr. MENENDEZ, Ms. FOXX, Ms. BORDALLO, Ms. GINNY BROWN-WAITE of Florida, Mr. ISRAEL, Ms. JACKSON-LEE of Texas, Ms. KAPTUR, Mr. HASTINGS of Washington, Mr. BOSWELL, Ms. CARSON, Mr. HONDA, Mr. SANDERS, Mrs. MILLER of Michigan, Mr. WEXLER, Mr. LATOURETTE, Mr. TANCREDI, Mr. TOM DAVIS of Virginia, Mr. LEACH, Mr. ROHRBACHER, Mrs. TAUSCHER, Mr. PRICE of North Carolina, Mr. MCDERMOTT, Mrs. JO ANN DAVIS of Virginia, Mr. BISHOP of Georgia, Mr. BISHOP of New York, Ms. EDDIE BERNICE JOHNSON of Texas, Ms. ROSELEHTINEN, Ms. KILPATRICK of Michigan, Mr. NEAL of Massachusetts, Ms. ZOE LOFGREN of California, and Mr. STUPAK):

H.R. 1245. A bill to provide for programs to increase the awareness and knowledge of women and health care providers with respect to gynecologic cancers; to the Committee on Energy and Commerce.

By Mrs. JOHNSON of Connecticut (for herself, Ms. PRYCE of Ohio, Mr. BROWN of Ohio, Mr. BACHUS, Ms. BALDWIN, Mrs. BONO, Ms. ESHOO, Mr. HALL, Mr. HULSHOF, Mr. RUSH, Mr. SESSIONS, Mr. SHAYS, Mr. SHIMKUS, Mr. SIMMONS, Ms. SOLIS, and Mr. WAXMAN):

H.R. 1246. A bill to reauthorize the Children's Hospitals Graduate Medical Education Program; to the Committee on Energy and Commerce.

By Mr. SAM JOHNSON of Texas (for himself, Mr. NORWOOD, Mr. PENCE, and Mr. MARCHANT):

H.R. 1247. A bill to amend the National Labor Relations Act to ensure that certain prevailing parties receive attorneys' fees; to the Committee on Education and the Workforce.

By Mr. SAM JOHNSON of Texas (for himself, Mr. NORWOOD, Mr. PENCE, Mr. HENSARLING, Mr. KING of Iowa, and Mr. MARCHANT):

H.R. 1248. A bill to amend the National Labor Relations Act to prevent government agencies from requiring or prohibiting employers in the construction industry to enter into agreements with labor organizations; to the Committee on Education and the Workforce.

By Mr. KILDEE (for himself, Mr. NEY, Mr. ALLEN, Mr. BERMAN, Mr. BONNER, Mr. CHANDLER, Mr. CONYERS, Mr. CROWLEY, Mr. DICKS, Mr. ENGLISH of Pennsylvania, Mr. FARR, Mr. GENE GREEN of Texas, Mr. GREEN of Wisconsin, Mr. GRIJALVA, Mr. HOLDEN, Mr. HOLT, Mr. INSLEE, Mr. KENNEDY of Minnesota, Mr. KING of New York,

Mr. LARSEN of Washington, Ms. ZOE LOFGREN of California, Ms. MCCOLLUM of Minnesota, Mr. MCDERMOTT, Mr. MCHUGH, Mr. McNULTY, Mr. GEORGE MILLER of California, Mr. OLVER, Mr. OWENS, Mr. PALLONE, Mr. SABO, Mr. SHAYS, Mr. SHERMAN, Mr. SHIMKUS, Mr. SIMMONS, Ms. SLAUGHTER, Ms. SOLIS, Mrs. TAUSCHER, Mr. TIERNEY, Mr. VAN HOLLEN, Mr. WAXMAN, Mr. WELDON of Pennsylvania, Mr. WEXLER, Ms. WOOLSEY, Mr. PETERSON of Minnesota, Ms. WATSON, Mr. WEINER, Mrs. CHRISTENSEN, Mrs. JONES of Ohio, and Mr. KUHLMAN of New York):

H.R. 1249. A bill to provide collective bargaining rights for public safety officers employed by States or their political subdivisions; to the Committee on Education and the Workforce.

By Mr. KOLBE (for himself, Mr. RENZI, Mr. GRIJALVA, Mr. PASTOR, Mr. HAYWORTH, Mr. FRANKS of Arizona, Mr. SHADEGG, and Mr. FLAKE):

H.R. 1250. A bill to amend the National Trails System Act to direct the Secretary of the Interior and the Secretary of Agriculture to jointly conduct a study on the feasibility of designating the Arizona Trail as a national scenic trail or a national historic trail; to the Committee on Resources.

By Mrs. LOWEY (for herself, Mr. McNULTY, Mr. CARDOZA, Mrs. MALONEY, Mr. CUMMINGS, Mrs. MCCARTHY, Mr. PALLONE, Ms. LEE, Ms. HARMAN, Mr. CASE, Ms. MCCOLLUM of Minnesota, Mr. KILDEE, Mr. MCINTYRE, Mr. SANDERS, Ms. NORTON, Mr. KUCINICH, Ms. WATSON, Mr. OWENS, Mr. THOMPSON of Mississippi, Mr. GENE GREEN of Texas, Mr. WEINER, Mr. ETHERIDGE, Mr. CROWLEY, Mr. WEXLER, Mr. LANGEVIN, Mr. DEFazio, and Mr. LEWIS of Georgia):

H.R. 1251. A bill to provide grants and other support to achieve communications interoperability in the United States, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committee on Homeland Security, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mrs. MCCARTHY (for herself, Mr. RANGEL, Mr. OWENS, Mr. GRIJALVA, Mr. KILDEE, Mr. TOWNS, Mr. ISRAEL, Mr. KING of New York, Mr. STARK, Mr. PAYNE, Ms. MILLENDER-MCDONALD, Mr. STRICKLAND, Mr. ANDREWS, Ms. WOOLSEY, Mr. DAVIS of Illinois, Mr. GEORGE MILLER of California, and Mr. BISHOP of New York):

H.R. 1252. A bill to amend the Public Health Service Act to provide for a program of screenings and education regarding children with sudden cardiac arrhythmia syndromes; to the Committee on Energy and Commerce.

By Mrs. MUSGRAVE:

H.R. 1253. A bill to extend a certain high priority corridor in the States of Colorado, Nebraska, South Dakota, and Wyoming; to the Committee on Transportation and Infrastructure.

By Mr. PETERSON of Minnesota (for himself, Ms. KAPTUR, Mr. ROSS, and Mr. FRANK of Massachusetts):

H.R. 1254. A bill to amend the Animal Health Protection Act to require the establishment of an electronic nationwide livestock identification system, to prevent the unauthorized release of information collected under the system, to promote an objective review of Department of Agriculture responses to livestock disease outbreaks, and for other purposes; to the Committee on Agriculture.

By Mr. PETERSON of Minnesota:

H.R. 1255. A bill to amend the Internal Revenue Code of 1986 to extend the tax incentives for biodiesel; to the Committee on Ways and Means.

By Mr. PETERSON of Minnesota:

H.R. 1256. A bill to amend the Animal Health Protection Act to exempt certain animal identification information from disclosure under the Freedom of Information Act; to the Committee on Agriculture, and in addition to the Committee on Government Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. RADANOVICH (for himself, Mr. BLUNT, Mr. CARDOZA, Mr. WHITFIELD, Mr. SHIMKUS, Mr. HERGER, Mr. FOLEY, Mr. KINGSTON, Mr. ISSA, Mrs. EMERSON, Mr. BERRY, Mr. BISHOP of Georgia, Mr. SIMPSON, Mr. OTTER, Mr. DOOLITTLE, Mr. COSTA, Mr. POMBO, and Mr. JONES of North Carolina):

H.R. 1257. A bill to amend the Clean Air Act to authorize critical use exemption amounts for methy bromide as identified by the United States State Department for the years 2006 and 2007, and for other purposes; to the Committee on Energy and Commerce.

By Mr. RAMSTAD:

H.R. 1258. A bill to amend the Employee Retirement Income Security Act of 1974, Public Health Service Act, and the Internal Revenue Code of 1986 to provide parity with respect to substance abuse treatment benefits under group health plans and health insurance coverage; to the Committee on Energy and Commerce, and in addition to the Committees on Education and the Workforce, and Ways and Means, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. RANGEL (for himself, Mr. HASTINGS of Florida, Mr. FILNER, Mr. BRADY of Pennsylvania, Mr. OWENS, Ms. CARSON, Mr. TOWNS, Ms. CORRINE BROWN of Florida, Mr. CUMMINGS, Mr. PAYNE, Mr. SCHIFF, Mr. MEEKS of New York, and Mrs. CHRISTENSEN):

H.R. 1259. A bill to authorize the President to award a gold medal on behalf of the Congress, collectively, to the Tuskegee Airmen in recognition of their unique military record, which inspired revolutionary reform in the Armed Forces; to the Committee on Financial Services.

By Mr. REYNOLDS (for himself, Mr. SANDERS, Mr. MCHUGH, Mr. OBEY, Mr. BLUNT, Mr. HINCHEY, Mr. WALSH, Mrs. JOHNSON of Connecticut, Mr. McNULTY, Mr. BARTLETT of Maryland, Mr. MCGOVERN, Mr. ENGLISH of Pennsylvania, Mr. BOEHLERT, Mr. TOWNS, Mr. ETHERIDGE, Ms. SLAUGHTER, Mr. OLVER, Mr. HIGGINS, Mr. SIMMONS, Mr. SKELTON, Mr. SWEENEY, Mr. KUHLMAN of New York, Mr. NADLER, and Mr. HOLDEN):

H.R. 1260. A bill to amend the Farm Security and Rural Investment Act of 2002 to extend contracts for national dairy market loss payments through fiscal year 2007, to increase the payment quantity authorized under such contracts, and for other purposes; to the Committee on Agriculture.

By Mr. RYUN of Kansas:

H.R. 1261. A bill to amend the National Trails System Act to improve the efficiency and fairness of acquiring railroad rights-of-way for interim use as public trails by applying the procedures applicable to other Federal real estate acquisitions; to the Committee on Resources.

By Mr. SMITH of New Jersey (for himself, Mr. MARKEY, and Mr. BURGESS):

H.R. 1262. A bill to amend the Public Health Service Act to fund breakthroughs in Alzheimer's disease research while providing more help to caregivers and increasing public education about prevention; to the Committee on Energy and Commerce, and in addition to the Committee on Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. STEARNS:

H.R. 1263. A bill to protect and enhance consumer privacy, and for other purposes; to the Committee on Energy and Commerce, and in addition to the Committee on International Relations, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. TERRY (for himself, Mrs. CAPPS, and Mrs. MALONEY):

H.R. 1264. A bill to amend title XIX of the Social Security Act to provide funds to States to enable them to increase the wages paid to targeted direct support professionals in providing services to individuals with disabilities under the Medicaid program; to the Committee on Energy and Commerce.

By Mr. UDALL of Colorado:

H.R. 1265. A bill to provide a source of funding for the reclamation of abandoned hardrock mines, and for other purposes; to the Committee on Resources.

By Mr. UDALL of Colorado (for himself and Mr. SALAZAR):

H.R. 1266. A bill to facilitate the reclamation of abandoned hardrock mines, and for other purposes; to the Committee on Transportation and Infrastructure.

By Mr. ISRAEL:

H. Con. Res. 91. Concurrent resolution requesting the President to issue a proclamation to commemorate the 200th anniversary of the birth of Constantino Brumidi; to the Committee on Government Reform.

By Mr. PRICE of North Carolina:

H. Con. Res. 92. Concurrent resolution supporting the designation, during spring 2006, of National Horticultural Therapy Week in order to improve the quality of life for all and increase opportunities for each individual positively connect with the natural world; to the Committee on Government Reform.

By Mr. REYES:

H. Con. Res. 93. Concurrent resolution expressing the sense of the Congress that the Department of Justice should halt efforts to block compensation for torture inflicted by the Government of Iraq on American prisoners of war during the 1991 Gulf War; to the Committee on the Judiciary.

By Mr. TANCREDO:

H. Con. Res. 94. Concurrent resolution commending Paul Rusesabagina for his courage and bravery in saving hundreds of lives from the genocide in Rwanda, and for other purposes; to the Committee on International Relations.

By Mr. JINDAL (for himself and Mr. BOUSTANY):

H. Res. 146. A resolution expressing support for prayer at school board meetings; to the Committee on the Judiciary, and in addition to the Committee on Education and the Workforce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned.

By Mr. NEY (for himself, Ms. MILLENDER-MCDONALD, Mr. EHLERS, Mr. DOOLITTLE, Mrs. MILLER of Michigan, and Mr. REYNOLDS):

H. Res. 147. A resolution electing members to the Joint Committee on Printing and the

Joint Committee of Congress on the Library; to the Committee on House Administration.

By Mrs. BIGGERT (for herself and Mr. HINOJOSA):

H. Res. 148. A resolution supporting the goals and ideals of Financial Literacy Month, and for other purposes; to the Committee on Government Reform.

By Mr. ROYCE (for himself and Mr. HONDA):

H. Res. 149. A resolution honoring the life and contributions of the late Dr. John B. Tsu for his dedication and service to the United States of America through many high-level boards and commissions and for his service on behalf of the Asian Pacific American community; to the Committee on Education and the Workforce.

By Mr. UDALL of Colorado:

H. Res. 150. A resolution recognizing the goals and ideals of a National Time Out Day to support the universal protocol, developed by the Joint Commission on Accreditation of Healthcare Organizations, for preventing errors in the operating room, and for other purposes; to the Committee on Energy and Commerce.

PRIVATE BILLS AND RESOLUTIONS

Under clause 3 of rule XII,

Mr. PENCE introduced A bill (H.R. 1267) for the relief of Fatuka Kaikumba Flake; which was referred to the Committee on the Judiciary.

ADDITIONAL SPONSORS

Under clause 7 of rule XII, sponsors were added to public bills and resolutions as follows:

H.R. 8: Mr. GILLMOR, Mr. LINCOLN DIAZ-BALLART of Florida, and Mr. JINDAL.

H.R. 13: Mr. RAMSTAD, Mrs. BONO, Mr. FORTUÑO, and Mr. MORAN of Kansas.

H.R. 21: Ms. ROYBAL-ALLARD, Ms. CARSON, Mr. MEEKS of New York, Mr. MARKEY, and Mr. MURTHA.

H.R. 22: Mr. HIGGINS and Mrs. CUBIN.

H.R. 23: Mr. ROTHMAN, Ms. WOOLSEY, Mr. SOUDER, Mr. JEFFERSON, Mr. BOSWELL, Mr. DUNCAN, Mrs. JONES of Ohio, Mr. STARK, Mr. BARROW, Mr. TERRY, Mr. CARDIN, Ms. BERKLEY, Mr. PORTER, and Mr. ACKERMAN.

H.R. 34: Mr. FILNER, Mr. THORNBERRY, and Mr. LOBIONDO.

H.R. 49: Mr. DEFazio.

H.R. 63: Mr. GONZALEZ, Mr. BROWN of Ohio, Ms. ZOE LOFGREN of California, Mr. UDALL of New Mexico, Mr. LANTOS, Mr. MCDERMOTT, Ms. SCHAKOWSKY, Mr. WEXLER, Mrs. MALONEY, Mr. STRICKLAND, Mr. LEVIN, and Ms. LINDA T. SANCHEZ of California.

H.R. 68: Mr. WEINER.

H.R. 110: Mr. GRIJALVA and Mr. ANDREWS.

H.R. 115: Mr. DAVIS of Florida, Mr. PALLONE, Mrs. MALONEY, Mr. ACKERMAN, Mrs. DAVIS of California, Mr. COOPER, Ms. DELAURO, and Ms. WOOLSEY.

H.R. 127: Mr. OWENS and Mr. RUSH.

H.R. 128: Mr. MEEKS of New York, Ms. WATERS, Mr. RANGEL, Ms. EDDIE BERNICE JOHNSON of Texas, Mr. FORD, Ms. WOOLSEY, and Mr. BROWN of Ohio.

H.R. 206: Ms. LEE, Mr. WEINER, and Ms. SLAUGHTER.

H.R. 213: Mr. PALLONE.

H.R. 216: Mr. TIAHRT, Mr. FORBES, Mr. AKIN, Mr. SMITH of New Jersey, and Mr. RYUN of Kansas.

H.R. 230: Mr. SESSIONS.

H.R. 239: Mr. SESSIONS.

H.R. 282: Mr. SENSENBRENNER and Mr. COLE of Oklahoma.

H.R. 303: Mr. SMITH of Washington, Mrs. MCCARTHY, Ms. GINNY BROWN-WAITE of Florida, Mr. BISHOP of Utah, Mr. STRICKLAND, Mr. KILDEE, and Mr. CUELLAR.

H.R. 305: Ms. HART and Mr. MCHENRY.

H.R. 311: Mr. PAYNE and Mr. BROWN of Ohio.

H.R. 312: Mr. ETHERIDGE and Ms. HARMAN.

H.R. 354: Mr. OBERSTAR.

H.R. 458: Ms. MOORE of Wisconsin.

H.R. 503: Ms. WATSON, Mr. BARTLETT of Maryland, Mr. GRIJALVA, Ms. LEE, Mr. FOLEY, Mr. OLVER, Mr. PAYNE, Ms. BALDWIN, and Mrs. NAPOLITANO.

H.R. 514: Mr. SIMMONS.

H.R. 524: Mr. KUCINICH.

H.R. 525: Mr. ADERHOLT and Mr. BONNER.

H.R. 531: Mr. MICHAUD.

H.R. 533: Mr. SERRANO.

H.R. 550: Ms. WATSON, Mr. STUPAK, Mr. FORD, and Ms. DELAURO.

H.R. 556: Mr. WAXMAN.

H.R. 558: Ms. MCCOLLUM of Minnesota.

H.R. 559: Mr. KENNEDY of Rhode Island, Mr. PAYNE, and Mr. ALLEN.

H.R. 592: Ms. HART and Mr. PAYNE.

H.R. 595: Ms. CORRINE BROWN of Florida, and Mrs. JOHNSON of Connecticut.

H.R. 602: Ms. LINDA T. SANCHEZ of California, and Mr. PICKERING.

H.R. 623: Mr. PORTER.

H.R. 624: Ms. WOOLSEY, Ms. BERKLEY, and Ms. GINNY BROWN-WAITE of Florida.

H.R. 653: Ms. JACKSON-LEE of Texas, Ms. KAPTUR, Mr. CAPUANO, Mr. BLUMENAUER, Mr. CARDOZA, and Ms. MCKINNEY.

H.R. 668: Mr. KUCINICH and Mr. LEWIS of Georgia.

H.R. 691: Mr. GORDON.

H.R. 703: Mr. GOODLATTE and Mr. MCHENRY.

H.R. 719: Mr. TERRY, Mr. GRIJALVA, Mr. KUHL of New York, Mr. KIND, Mr. TIBERI, Mr. BOOZMAN, and Mrs. EMERSON.

H.R. 721: Mr. THORNBERRY, Mr. MCCAUL of Texas, Mr. GREEN of Wisconsin, and Mr. SOUDER.

H.R. 731: Mr. GIBBONS.

H.R. 739: Mr. PRICE of Georgia and Mr. MARCHANT.

H.R. 740: Mr. MARCHANT and Mr. PRICE of North Carolina.

H.R. 741: Mr. PRICE of Georgia and Mr. MARCHANT.

H.R. 742: Mr. MARCHANT and Mr. PRICE of North Carolina.

H.R. 748: Mr. CAMP and Mr. BONILLA.

H.R. 750: Mr. WELLER and Mr. TANCREDO.

H.R. 765: Mr. GUTIERREZ, Mr. ROSS, Mr. PENCE, Mr. BROWN of South Carolina, Mr. CANNON, and Mr. MANZULLO.

H.R. 768: Mr. SIMMONS, Mr. NADLER, Mr. CARNAHAN, and Mr. TIERNEY.

H.R. 771: Mr. LEWIS of Georgia.

H.R. 783: Mr. MCINTYRE, Mr. CALVERT, Mr. RYAN of Wisconsin, Mr. EDWARDS, and Mr. FILNER.

H.R. 785: Mr. UPTON.

H.R. 788: Mr. HEFLEY.

H.R. 791: Mr. HINCHEY, Mr. SANDERS, and Mr. KENNEDY of Rhode Island.

H.R. 793: Mr. MICHAUD and Ms. BEAN.

H.R. 800: Mr. DELAY, Mr. PORTER, Mr. KING of Iowa, Mr. PRICE of Georgia, Mr. COSTELLO, Mr. BARROW, Mr. MELANCON, Mr. NEUGEBAUER, Mr. HUNTER, Mr. CAMP, Mr. MOLLOHAN, and Mr. BISHOP of Georgia.

H.R. 809: Mr. SAM JOHNSON of Texas, Mr. RAMSTAD, Mr. LUCAS, and Mr. NORWOOD.

H.R. 812: Mrs. CHRISTENSEN.

H.R. 815: Mr. BARRETT of South Carolina.

H.R. 817: Mr. HOBSON, Mr. OLVER, Mr. WU, Mrs. DAVIS of California, Mr. KIRK, and Ms. BERKLEY.

H.R. 819: Mr. TERRY and Mr. KUHL of New York.

H.R. 824: Mr. GENE GREEN of Texas, Mr. MCNULTY, Ms. JACKSON-LEE of Texas, Mr.

HASTINGS of Florida, Mr. McDERMOTT, Mr. MOORE of Kansas, Mr. CONYERS, Mr. COOPER, Mr. HIGGINS, Mr. PALLONE, Mrs. MALONEY, Mr. BISHOP of Georgia, Mr. BACA, Ms. SLAUGHTER, Mr. EMANUEL, Mr. McGOVERN, Mr. CUMMINGS, Mr. GONZALEZ, and Mr. LEWIS of Georgia.

H.R. 838: Mr. MEEHAN, Mr. SERRANO, Ms. CARSON, and Ms. ZOE LOFGREN of California.

H.R. 839: Mr. UDALL of Colorado, Mr. HONDA, Mr. BAIRD, Ms. EDDIE BERNICE JOHNSON of Texas, Ms. SLAUGHTER, Ms. WATSON, Mr. CASE, and Mr. INSLEE.

H.R. 844: Mr. RYAN of Ohio.

H.R. 859: Ms. HART and Mr. KUHLMANN of New York.

H.R. 870: Mr. McGOVERN, Ms. WOOLSEY, and Mr. KUCINICH.

H.R. 871: Mr. CARNAHAN and Mr. UDALL of New Mexico.

H.R. 874: Mr. MARCHANT and Mr. PRICE of North Carolina.

H.R. 878: Mr. DAVIS of Florida, Ms. WOOLSEY, and Mr. WEINER.

H.R. 880: Mr. MILLER of Florida and Mr. TOWNS.

H.R. 881: Mr. SANDERS, Mr. WALSH, Mrs. MCCARTHY, Mr. ROYCE, Mr. HYDE, Mrs. CHRISTENSEN, Mr. PAYNE, Mr. RYUN of Kansas, Mr. RENZI, Mr. HINCHEY, Mr. WELLER, Mr. MILLER of Florida, and Mr. CROWLEY.

H.R. 896: Mr. LEWIS of Georgia.

H.R. 908: Mrs. CHRISTENSEN.

H.R. 913: Mr. SMITH of Washington, Ms. PELOSI, and Mr. BLUMENAUER.

H.R. 917: Ms. HERSETH, Mr. DUNCAN, Mr. PAUL, and Mr. HINCHEY.

H.R. 923: Mr. FRANK of Massachusetts and Mr. ALEXANDER.

H.R. 928: Mr. FILNER, Mr. OWENS, and Mr. BERMAN.

H.R. 934: Mr. NADLER, Mr. SALAZAR, and Mr. SHIMKUS.

H.R. 944: Mr. HALL and Mr. PAYNE.

H.R. 952: Mr. TOWNS and Ms. KAPTUR.

H.R. 968: Mr. PETERSON of Minnesota, Mr. PLATTS, Mrs. JO ANN DAVIS of Virginia, Mr. NORWOOD, and Mr. DEFazio.

H.R. 972: Mr. CROWLEY, Mr. GENE GREEN of Texas, Mr. SOUDER, and Mr. KUCINICH.

H.R. 997: Mr. BROWN of South Carolina.

H.R. 1001: Mr. HINOJOSA, Mr. POE, Mr. GENE GREEN of Texas, Mr. AL GREEN of Texas, Mr. BARTON of Texas, and Mr. THORNBERRY.

H.R. 1002: Mr. KUCINICH, Mr. McNULTY, Mr. OWENS, Mr. DOGGETT, Ms. ZOE LOFGREN of California, Mrs. CHRISTENSEN, Mr. EMANUEL, Mr. BOEHLERT, and Mr. PASTOR.

H.R. 1010: Mr. CLAY.

H.R. 1039: Mr. ACKERMAN.

H.R. 1053: Mr. BARTLETT of Maryland.

H.R. 1063: Mr. MILLER of Florida, Mr. KUHLMANN of New York, Mr. KENNEDY of Minnesota, and Ms. HARRIS.

H.R. 1073: Mr. McKEON.

H.R. 1074: Mr. GINGREY, Mrs. MYRICK, and Mr. McKEON.

H.R. 1075: Mr. GINGREY, Mrs. MYRICK, and Mr. McKEON.

H.R. 1078: Mr. KILDEE.

H.R. 1079: Mr. HOSTETTLER, Mr. NEUGEBAUER, and Mr. MANZULLO.

H.R. 1080: Ms. WOOLSEY.

H.R. 1081: Mr. KENNEDY of Rhode Island.

H.R. 1100: Mr. McKEON, Mr. FRANKS of Arizona, Mr. SHUSTER, Mr. TERRY, Mr. FORBES, and Mr. MANZULLO.

H.R. 1106: Mr. SANDERS and Ms. KAPTUR.

H.R. 1107: Mr. BROWN of Ohio, Mr. MCINTYRE, Mr. SANDERS, Mr. PALLONE, Mr. GORDON, Ms. HARMAN, and Ms. SLAUGHTER.

H.R. 1134: Mr. MURPHY.

H.R. 1139: Mr. HINCHEY.

H.R. 1145: Mr. GENE GREEN of Texas, Ms. WOOLSEY, Mr. OSBORNE, Mr. PLATTS, Mr. PASTOR, and Mr. MCINTYRE.

H.R. 1151: Mr. BOUSTANY, Mr. FORTENBERRY, Mr. NEUGEBAUER, Mr. GOHMERT, Mr. DEAL of Georgia, Mr. GINGREY, Mr. WHITFIELD, Mr. NORWOOD, Mr. LATHAM, Mr. CANNON, Mr. BROWN of South Carolina, Ms. HARRIS, Mr. LYNCH, Mr. ROHRBACHER, Mr. DUNCAN, Mr. CAMP, Mr. KLINE, Mr. COLE of Oklahoma, Mr. GOODE, Mr. WELDON of Pennsylvania, Mr. PETERSON of Pennsylvania, Mr. MURPHY, Mr. KING of New York, Mr. PRICE of Georgia, Mr. HUNTER, Mr. MCHUGH, Mr. PETERSON of Minnesota, Mr. SHIMKUS, Mr. JACKSON of Illinois, Mr. BACHUS, Mr. SKELTON, Mr. CARTER, Mr. LEWIS of Kentucky, Mr. HALL, Mr. REGULA, Mr. BURTON of Indiana, Mr. COSTELLO, Mr. PUTNAM, Mr. SHUSTER, and Mrs. MCCARTHY.

H.R. 1155: Mr. LARSON of Connecticut.

H.R. 1157: Mr. MICHAUD.

H.R. 1185: Mr. ADERHOLT and Ms. GINNY BROWN-WAITE of Florida.

H.R. 1189: Mr. GILLMORE.

H.R. 1210: Ms. SLAUGHTER.

H.J. Res. 10: Mr. SIMPSON, Mr. LAHOOD, and Mr. MICHAUD.

H.J. Res. 23: Ms. DeLAURO.

H. Con. Res. 10: Mr. SHAYS, Ms. WOOLSEY, Mr. KUHLMANN of New York, and Mr. HINCHEY.

H. Con. Res. 18: Mr. POE.

H. Con. Res. 47: Mr. SERRANO.

H. Con. Res. 52: Mr. OTTER.

H. Con. Res. 57: Mr. GONZALEZ and Mr. LEWIS of Georgia.

H. Con. Res. 70: Mr. ANDREWS, Mr. SCOTT of Georgia, and Mr. BARTLETT of Maryland.

H. Con. Res. 76: Mr. FORBES, Mr. SOUDER, Mr. JONES of North Carolina, Ms. HARRIS, Mr. McGOVERN, and Mr. McNULTY.

H. Con. Res. 81: Mr. SHERMAN.

H. Con. Res. 83: Mr. ANDREWS and Mr. SHAYS.

H. Con. Res. 85: Mr. PLATTS, Mr. TAYLOR of Mississippi, and Mr. MORAN of Virginia.

H. Res. 37: Mr. SCHIFF, Mr. RAHALL, Mr. BURTON of Indiana, and Mr. MCCOTTER.

H. Res. 61: Mr. LEWIS of Georgia.

H. Res. 84: Mr. PENCE.

H. Res. 90: Ms. HARMAN, Mr. FRANK of Massachusetts, and Mr. LEWIS of Georgia.

H. Res. 101: Mr. DOOLITTLE, Ms. HARMAN, Mr. ANDREWS, Mr. LARSON of Connecticut, and Mr. WAXMAN.

H. Res. 108: Mr. SHERMAN and Mr. PRICE of Georgia.

H. Res. 116: Ms. MCCOLLUM of Minnesota, Mr. DEFazio, Mr. BLUMENAUER, Mr. PALLONE, and Ms. KAPTUR.

H. Res. 120: Mr. AL GREEN of Texas and Mr. LARSEN of Washington.

H. Res. 131: Mr. SMITH of Washington, Mr. PRICE of North Carolina, Mrs. DAVIS of California, Ms. BERKLEY, Ms. HARMAN, Mr. KIND, Ms. WATSON, Mr. COOPER, Mr. LANGEVIN, Mr. CARDOZA, Mr. HASTINGS of Florida, Mr. SHERMAN, Mr. MCINTYRE, Mr. JEFFERSON, Mr. LARSEN of Washington, Ms. HERSETH, Mr. BOSWELL, and Mr. MOORE of Kansas.

H. Res. 135: Ms. KAPTUR, Mr. SKELTON, Mr. BOEHLERT, Mr. SENSENBRENNER, Mr. SHERMAN, Ms. HARRIS, Mr. KUHLMANN of New York, Mr. BOEHNER, Mr. YOUNG of Alaska, Mr. PASTOR, Mr. GORDON, and Ms. ROS-LEHTINEN.

H. Res. 137: Mr. KUHLMANN of New York, Mr. DOOLITTLE, Mr. McGOVERN, Mr. LAHOOD, and Ms. HERSETH.

H. Res. 145: Mr. RAMSTAD.

DELETIONS OF SPONSORS FROM PUBLIC BILLS AND RESOLUTIONS

Under clause 7 of rule XII, sponsors were deleted from public bills and resolutions as follows:

H.R. 21: Mr. BACA.

H.R. 623: Mr. ROSS.